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Mr. FREDERIC ALGAR, No. 11 Clements Lane
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American Railroad Journal.

New York, Saturday, March 11, 1865.

Wealth and Resources of Idaho.

On the 13th of March, 1863, by act of Congress the territory of Idaho was created. The boundaries were fixed as follows:

"Beginning at a point in the middle channel of the Snake River, where the northern boundary of Oregon intersects the same; then follow down said channel of Snake River to a point opposite the mouth of the Kooskooskia, or Clear Water River; thence due north to the forty-ninth parallel of latitude; thence east along said parallel to the twenty-seventh degree of longitude west of Washington, thence south along said degree of longitude to the northern boundary of Colorado Territory; thence west along said boundary to the thirty-third degree of longitude west of Washington; thence north along said degree to the forty-second parallel of latitude; thence west along said boundary to place of beginning."

It contains 62,525,328 acres of land, and in 1864 it had a population of 20,000 inhabitants. It is shaped like a triangle, its hypothenuse, its Eastern line being an irregular curve. Its northern boundary is British Columbia, its western, Oregon and Washington, its eastern, Montana and Dakota, and its southern, Nevada and Utah.

It has not yet been published as yet no statistics

cal accounts of it since it became a territory, we are unable to give with any minuteness or perhaps accuracy such details as we have hitherto furnished of the other territories we have noticed in the JOURNAL. We therefore adopt a general description as recently given by a traveler in a letter to a cotemporary. Mining is the principal pursuit of the inhabitants. Agriculture is, however, sure to follow.

Though a goodly portion of the territory is said to have been explored by miners in quest of the "color," only a very small portion has been worked, and these take two grand divisional heads, under the designations of Bois and Beaver Head mines. Fort Bois is almost close to the western boundary of the territory, and has a cluster of diggings within a circuit of forty miles, respectively:—Bois City, Placerville, Centreville, Pioneer and Bannock City, on the north branches of the Bois River. Bannock City is the chief place of business—i. e., it is the largest in dimensions at the present time; but, as cities grow up nearly as quickly as did the historical gourd of Jonah of Nineveh, this may be no landmark in a very few months more. Its latitude is about forty-three degrees thirty minutes north, the longitude one hundred and fifteen degrees west. The distance direct from the Pacific Ocean is three hundred and fifty miles, but twice that distance as traveled along the Snake and Columbia Rivers to the Pacific shore. Lewiston, a little west and about four hundred miles north of Bannock City, has been selected by Governor Wallace as the chief city or federal city of the territory.

Mining is profitable generally speaking; a day's work producing according to circumstances from \$7 to \$50 per day. The best results obtained by a gang of 8 men has been \$1,000 per day.

Away east by north some three hundred miles from the Bois mines another clustering of diggings is to be seen, under the general classification of the Beaver Head mines. At the first discovery of gold in that region the general public heard of Bannock City frequently; but, as Bois has a Bannock City also, the Beaver Head mines has been accepted as the name the least likely to be confounded with its more western neighbors. The cities here are Nevada, Virginia, Centreville

and Bannock; Fort Owen, in Bitter Root Valley, Deer Lodge and other small trading posts are in that neighborhood. The development of this mining country seems to extend in a northeasterly direction to the junction of the three forks of the Missouri at Gallatin. A hundred and eighty miles further, the mountaineer reaches Fort Benton, "where the mighty Missouri rolls down to the sea." Up to this point, boats of light draught have been able to bring goods from St. Louis, in seasons when the water was plentiful, and no doubt before another rush of immigrants the enterprising merchants will be prepared to send up the river an immense amount of everything necessary to develop and build up a new country. There are fortunes in that business beyond anything picked up in the diggings, save to the fortunate few who, in a streak of luck, make fortunes in a day.

Two expresses run between Salt Lake City and the mines at Bois and Beaver Head every week. The distance to the former is four hundred and eighty miles, and to the latter four hundred miles. When they have got everything in order and the nearest routes explored, bridged, &c., a hundred miles will be deducted from the present Bois route. The Post Office Department offered to put on weekly mail service, from the 1st of January, 1864, between Salt Lake and Fort Benton, passing through the Beaver Head mines, or if accepted at the contract office, from Fort Bridger to Fort Benton. The route will be unquestionably between Salt Lake City and Beaver Head. The stages are daily crowded with passengers for California, and from the Washoe mines; and the general excitement has been as great at Reese River as the highest pitch of California in 1849. Up to our last accounts the supplies for the miners were principally obtained from Utah.

Common Schools of Maine.

From the recent report of the Superintendent, it appears that the number of school children in the State at the close of 1864, was 235,249, being an increase of 474 over the year previous; the number of school districts, 4,120; of school houses, 4,035; of houses built within the year, 77, at a cost of \$111,385. The aggregate expenditure for school purposes was \$867,100.

Baltimore and Ohio Railroad.

The only reports published by this company, in relation to its affairs since the outbreak of the rebellion are those having reference to the fiscal years 1861 and 1862; and these were not presented to the stockholders until the annual meetings in November 1863 and 1864, in both instances two years later than is usual. We are thus, and yet two years behind the time in all relating to this important thoroughfare, and probably shall have to be satisfied with delayed reports so long as the war continues to be waged.

The cause of this delay in making the usual annual statements of the transactions of the company, and the results as to money return, is obvious. For a greater part of the time elapsed since the war was inaugurated the road has been either partially or wholly in possession of the enemy, and after each raid or occupation the repairs of the damages perpetrated have occupied still longer periods. The transactions growing out of these exigencies, and other matters which the reports explain could not be accounted for as in ordinary years, and created the necessity of delaying the proper statements until full returns could be obtained. Under these circumstances we cannot wonder that two years are requisite to clear up the affairs of the next previous one.

It is a matter of congratulation, however, that the company amid so much to discourage and so much interruption of business should have been able to declare the usual dividends to the stockholders, and fulfill all its engagements to the sinking funds for the redemption of its bonds. These duties it has nobly done, and in this has shown what the results of years, when peace again visits the land, will be to those whose fortunes are invested in the property.

The President's reports, being a general resume of the year's business we have already published in the pages of the JOURNAL—that for 1861, in the number for Nov. 21, 1863, and that for 1862 in the number for Dec. 3, 1864; and to these we refer our readers for the history of the two years. These reports however, contain no details such as are found in the department returns, and of course were unsatisfactory to parties desirous of detailed information. Having lately received the full reports for the two years heretofore spoken of, we propose again to go over the ground occupied by them, and give the figures which until lately were not in our possession.

The road operated by the company comprises three distinct parts, the main stem or the Baltimore and Ohio Railroad proper; the Washington Branch Railroad, two-thirds of the stock of which is owned by the Baltimore and Ohio Company, and the Northwestern Virginia Railroad which at the date of these reports was under lease to the Baltimore and Ohio Company, and in which it possessed large financial interests.

The length of these several lines is as follows:

Baltimore and Ohio Railroad 397.6 miles.
Washington Branch Railroad 30.0 "
Northwestern Virginia Railroad 103.5 "

Total length of road 513.1 "

Previous to the rebellion the stock of engines and cars on the roads was ample. During its progress, however, the destruction of these by the enemy has been immense, and our own government has in several instances further reduced the

number by impressing them for service on other lines. Nevertheless the energies of the company have been employed successfully in replacing these drawbacks, and in refurnishing the road to meet the heavy demands on its capacity.

The stock of engines on hand at the end of the fiscal year 1862 numbered 221, of which 83 were passenger engines, 145 coal and tonnage, and 43 ballasting, etc. Of this number 123 had been rebuilt or repaired in the two years, and the places of those destroyed or withdrawn had been supplied by new engines.

The number of passenger, freight and coal cars is in proportion with the number of engines and ample for present necessities.

The mileage of engines in 1861 and 1862, on the lines severally was as follows;

	1861.	1862.
Main Stem.....	2,571,438	1,953,769
Washington Branch.....	231,295	525,129
Northwestern Virginia R.R.	345,675	314,322
Total.....	3,148,408	2,793,220

The reports give no returns of the number of passengers carried, and very incomplete reports of the tonnage. The through tonnage on the main stem which in 1860 amounted to 222,538 tons, decreased in 1861 to 135,630, and in 1862 to 65,018 tons.

The aggregate quantity of coal transported by the company in 1860 was 427,793 tons; in 1861 the quantity was reduced to 213,984 tons, and in 1862 to 160,705 tons. This very important branch of the company's business, which before the war was being rapidly developed, fell in 1862 to two-fifths of its maximum amount.

The tonnage of live stock for 1860 was 36,359 tons, 1861 18,969, and for 1862 only 11,788 tons.

The flour trade fell off from 619,419 barrels in 1861 to 390,839 barrels in 1862; and the lumber trade which in 1860 amounted to 23,321 tons, was in 1861 only 13,880, and in 1862 only 6,063 tons.

But notwithstanding this great falling off in tonnage the revenues of 1862, show a better return than those of 1861. The principal increase has been in the passenger business and transportation of troops. The following tables give the results of the last three years those for 1860 being inserted as a measure for comparison:

Main Stem—			
	Passengers.	Tonnage.	Total.
1860..	\$697,735 44	\$3,224,467 50	\$3,922,202 94
1861..	889,159 05	2,324,266 65	3,211,425 70
1862..	1,769,497 13	2,712,361 85	4,481,858 98
Washington Branch—			
1860..	\$361,028 57	\$101,853 87	\$462,880 44
1861..	327,879 03	110,260 66	438,139 69
1862..	444,262 30	334,154 87	778,416 67
N. W. Va. R. R.—			
1860..	\$111,357 20	\$227,845 92	\$339,203 12
1861..	134,386 14	216,145 59	350,531 73
1862..	125,780 09	238,242 10	364,022 19

Aggregate—			
	1860.	1861.	1862.
Main Stem.....	\$3,922,202 94	\$3,211,425 70	\$4,481,858 98
N. W. Virginia..	339,203 12	350,531 73	364,022 19
Washington Br..	462,880 44	438,139 69	778,416 67
Total.....	\$4,724,286 50	\$3,999,997 12	\$5,624,297 84

The aggregate gross earnings of the lines separately give the following amounts:

	1860.	1861.	1862.
Main Stem.....	\$3,922,202 94	\$3,211,425 70	\$4,481,858 98
N. W. Virginia..	339,203 12	350,531 73	364,022 19
Washington Br..	462,880 44	438,139 69	778,416 67
Total.....	\$4,724,286 50	\$3,999,997 12	\$5,624,297 84

The expenses of operating and repairs were as follows:

	1860.	1861.	1862.
Main Stem.....	\$1,616,415 61	\$1,391,091 91	\$1,427,203 83
N. W. Virginia..	194,365 65	309,222 14	266,070 77
Washington Br..	173,042 33	116,415 34	153,827 75
Total.....	\$1,983,823 69	\$1,816,730 39	\$1,847,102 49

And the revenue after deducting the cost of operating and repairs as follows:

	1860.	1861.	1862.
Main Stem.....	\$2,305,887 33	\$1,820,330 79	\$3,054,653 15
N. W. Vir R. R..	74,016 47	40,000 59	97,351 42
Washington Br..	283,835 11	31,721 83	624,598 92
Total.....	\$2,670,041 91	\$1,892,053 23	\$3,176,593 49

Reducing the expenses to proportion we find their relation to earnings to be thus:

	1860.	1861.	1862.
Main Stem.....	41.21	43.31	31.84
N. W. Virginia Railroad.	72.28	88.41	73.25
Washington Branch.....	37.38	26.57	19.76
Total.....	42.63	45.43	32.85

The general results of the operations of the several lines are given in the profit and loss accounts, and their financial condition in the general ledger. The following statements present complete abstracts:

MAIN STEM.		
Earnings:	1861.	1862.
Passenger.....	\$887,159 05	\$1,769,497 13
Tonnage.....	2,324,366 65	2,712,361 85
Total.....	\$3,211,425 70	\$4,481,858 98

Working expenses:		
Transportation exp. ...	\$416,837 97	\$436,650 22
General expenses ...	20,743 40	21,001 09
Losses by accid'ts etc.	6,790 99	4,659 64
Repairs of railway ...	465,074 19	311,134 10
“ locomotive ...	138,005 79	157,017 63
“ burden cars ...	77,496 38	124,530 42
“ pass. cars..	25,601 14	23,222 25
“ dump cars.	1,407 90	2,715 14
“ stationary machinery	17,456 01	11,901 92
“ depots....	26,964 86	30,903 83
“ water stat's	3,918 16	14,728 39
“ bridges ...	42,612 53	140,031 53
“ telegraphs.	2,595 73	4,759 24
Fuel & preparing etc.	\$1,448 43	88,205 98
Clean'g engines & cars	23,238 00	13,752 13
Pumping water.....	7,601 92	5,488 84
Watching cuts, tunnels and bridges...	31,994 55	24,677 95
Contingent exp. of Machinery Dept....	1,306 96	1,825 62
Total.....	\$1,891,094 91	\$1,427,203 83

Net earnings \$1,820,330 79 \$3,054,653 15

Statement of profit and loss for the year ending September 30:

	1861.	1862.
Cr.		
Bal. from previous yr.	\$3,741,146 36	\$4,312,977 43
Net earnings.....	1,820,330 79	3,054,653 15
Div. of 9 per ct. upon 18,168 shares of Washington Br. st'k owned by Co.	91,612 00	91,612 00
Increment of \$5,000, 000 Loan Skg. F'd..	50,238 09	49,580 27
Increment of mort. debts Skg. F'd....	60,146 66	74,815 87
Increment of ground rent Skg. F'd.....	2,078 34	10,522 87
Use of shops at Mt. Clare, W. Br.....	12,126 67	.....
House rent.....	3,243 11	740 51
Differences—Machinery Dept.....	31,451 50	32,463 00
Div. 4 1/2 pr. ct. W. Br. stock Sept. 30, 1862 (usually included in next year's account)	.....	45,758 00
Total.....	\$5,816,273 52	\$7,678,021 10

Dr.		
Div. 6 p. c. on stock ..	\$606,783 00	\$694,530 00
Interest on bonds	869,972 81	836,773 04
Ground rents	25,540 78	20,454 51
Williamsburg and W. Newton plank R. Co.		6,050 00
Bal. carried to next yr.	4,312,977 43	6,109,213 55

Total \$5,815,273 52 \$7,673,021 10

Statement of the liabilities and assets of the
Baltimore and Ohio Railroad Company, Sept. 30,
1861 and 1862:

Liabilities:	1861.	1862.
Stock	\$10,113,200 00	\$13,037,700 00
Stocks not fund'd	5,702 00	5,402 00
Certificates of indebtedness, being dividend declared Dec. 7, 1864, & convertible into stock June 1, 1862	3,033,060 00	105,410 00
Script issued for fractional certificates		3,450 00
Preferred stock (State 5 p. c. Stg. bonds) ..	3,000,000 00	3,000,000 00
Loan redeemable 1867 ..	1,000,000 00	1,000,000 00
Mort. bonds given for iron held by mort. debts sinking fund ..	453,333 32	453,333 32
Loan of 1875	1,128,500 00	1,128,500 00
" 1880	700,000 00	700,000 00
" 1885	2,500,000 00	2,500,000 00
City loan	5,000,000 00	5,000,000 00
Open accounts	1,853 17	23,855 73
Unclaimed dues	21,002 61	24,437 70
Wash. Br. road	369,805 80	582,261 90
Profit and loss	4,312,977 43	6,109,213 55

Total \$31,638,934 33 \$33,673,564 20

Assets:

Cost of road	\$18,515,666 08	\$18,515,666 08
" second track	1,551,238 06	1,551,238 06
" rolling power	3,621,755 03	3,621,755 03
" real estate	1,252,968 59	1,257,968 59

Property \$24,941,627 76 \$24,946,627 76

Bonds of Central Ohio R. R. Co.	400,000 00	400,000 00
Central Ohio R. R. Co.	41,371 48	41,371 48
Stock of Pittsburg & Connellsville R. R. Co.	43,550 00	43,550 00
Northwestern Virginia R. R. Co.	2,339,747 41	2,468,532 25
Wellersburg and W. Newton R. R. Co.	6,050 00	.....
Stock of Washington Br. R. R. Co.	1,016,800 00	1,016,800 00
S. F. \$5,000,000 loan ..	763,084 45	812,664 72
" mort. debts	686,055 06	933,698 33
" ground rents on Camden station ..	81,469 93	101,191 66
Bills receivable	34,548 19	32,427 70
Cash, dues and uncollected revenue	981,394 04	2,501,739 17
Machinery dept. materials	95,412 01	171,033 27
Road dept. materials, iron, &c.	177,258 80	162,746 00
Balance after paying \$165,000 for int. on bonds due Oct. 1 ...	30,565 20	21,181 86

Total \$31,638,934 33 \$33,673,564 20

NORTHWESTERN VIRGINIA RAILROAD.

Statement of the earnings and expenses for the year ending September 30:

Earnings:	1861.	1862.
Passenger	\$134,386 14	\$125,780 09
Tonnage	216,145 59	238,242 10
Total	\$350,531 73	\$364,022 19

EXPENSES:

Transportation	\$63,568 52	\$55,471 91
Repairs of road	83,709 01	59,014 37
" water stations	593 70	461 34
" telegraph	268 85	308 95
" station machinery ..	2,076 35	1,225 59
" locomotives	60,156 33	68,388 84
" burden cars	40,817 30	40,841 92
" pass. cars	5,647 10	5,758 92
" dump cars	456 17	1,380 55
" bridges	10,880 55	6,413 78
" depots	972 48	1,789 98
Pumping water	2,080 00	1,890 00
Losses by accidents	4,891 30	.....
Fuel and preparation ..	18,860 35	14,822 68
General expenses	12,087 68	6,108 05
Cleaning engines & cars ..	2,536 09	2,560 63
Cont. exp. mach. dept. ..	340 31	293 31

Total \$309,922 14 \$266,670 77

Net earnings \$40,609 59 \$97,351 42

The profit and loss and general ledger account are not given in the report, the Baltimore and Ohio Company not having charge of the books.

WASHINGTON BRANCH.

Statement of earnings and expenses for the year ending September 30:

Earnings:	1861.	1862.
Passenger	\$327,879 03	\$444,262 30
Tonnage	110,260 66	334,154 37
Total	\$438,139 69	\$778,416 67

Expenses:

Repairs of Roadway & improvements	\$40,805 91	\$137,352 09
Repairs of depots	1,181 65	8,213 73
" water stations	1,156 50	5,353 32
" bridges	54 66	180 68
Pumping water	1,249 82	2,877 98
Watching bridges	537 60	.....
Exp. of Trans.	46,213 81	.....
Losses by accid.	107 64	.....
General exp.	4,629 88	.....
Repairs of locomotives & cars ..	11,243 70	.....
Cleaning engines and cars	1,369 93	.....
Fuel and its preparation, etc.	7,436 16	.....
Rep's of stationary machinery ..	360 83	.....
Contingent exp. mach. dept.	67 11	.....

Total expenses \$116,415 34 \$153,827 75

Net earnings \$321,724 35 \$624,588 92

The above table will require a word of explanation. On the 1st April, 1861, a system was adopted by which the "earnings are equitably divided, upon a basis requiring all the expenses connected with transportation, the use and repair of machinery, and of the shops and stations of the company in Baltimore, to be paid by the Main Stem—the expenses of the road department alone being charged to the Branch line." During 1861-'62, large expenditures were made, (which are embraced in the statement of that year,) for the construction of additional tracks and sidings, etc. The increased business upon the line required further extensive permanent improvements, which the board had determined to prosecute as rapidly as labor and materials could be obtained. These are now in progress, or probably completed or nearly so.

Statement of profit and loss for the year ending September 30:

Cr.	1861.	1862.
Bal. from previous year ..	\$225,533 50	\$356,394 92
Net earnings	321,724 35	624,588 92
Total	\$547,257 85	\$980,983 84

Dr.		
Dividends on stock	\$148,500 00	\$222,750 00
State tax on passengers ..	40,926 77	199,701 94
Ground rents	20 00	20 00
On account of annuity ..	1,250 00	1,250 00
Southern connections	166 13	.....
Bal. carried to next year ..	356,394 92	557,261 90

Total \$547,257 85 \$980,983 84

In the year 1862 three dividends of $4\frac{1}{2}$ per cent. each are included. In former years it has been usual to include the dividend declared Sept. 30, in the succeeding year's account. To correspond with the balance of 1861, there should be added to that of 1862—for dividends \$74,250, and for State tax \$80,565 92, making it \$712,077 82.

Statement of the liabilities and assets of the Branch Company Sept. 30, 1861 and 1862:

LIABILITIES:	1861.	1862.
Stock	\$1,650,000 00	\$1,650,000 00
Annuity (principal)	25,000 00	25,000 00
Profit and loss	356,394 92	557,261 90

Total \$2,031,394 92 \$2,232,261 90

ASSETS:

Road from Washington Junction to Washington City, with real estate, equipments, etc.	\$1,650,000 00	\$1,650,000 00
Amount due by the Balt. and Ohio R.R. Company	369,805 80	582,261 90
Iron and cross ties on hand	11,589 12	.....

Total \$2,031,394 92 \$2,232,261 90

Chicago and Great Eastern Railway.

The first regular trains of the Chicago and Great Eastern Railway passed over the entire road from Chicago to Richmond, Indiana, (223 miles,) on the 6th inst., the route being now opened for through traffic to the Atlantic cities. The connection is made at Richmond, via the Little Miami and Central Ohio Railroads to Bellaire, and thence over the Baltimore and Ohio Railroad to Baltimore; or over the Steubenville road via Pittsburg to Philadelphia and New York. It opens a fourth trunk line from Chicago to the East, and is the most important connection for the Western roads centering at Chicago which has been completed for many years.

Interest and Dividends.

The Marietta and Cincinnati Railroad Company have declared a dividend of three per cent. for the six months ending the 31st December, 1864, on the 1st and 2d preference shares of the company, payable in kind on the 10th of March inst. The dividends due on the stock registered on the New York books, will be paid at the Farmers' Loan and Trust Company in New York City.

The Hudson River Railroad Company has declared a dividend of five per cent. less Government tax, payable April 10th.

The Suffolk Coal Company has declared a dividend of 3 per cent., payable on the 15th inst.

The Savage, Yellow Jacket, and Gould and Curry Silver Mining Companies have each declared a dividend of \$75, gold, per foot; and the Imperial Silver Mining Company \$3, gold, per share, payable on demand.

North Pennsylvania										Oil Creek									
3,160,150	3,105,705	55,538	6,255,855	6,067,793	69,80	296,881	485,203	0,893	741,977	396,276	345,701	118,275	25	1,593,895	600,000	38,501	4,757	2,618,129	15
637,650	540,000	771,029	28,685,129	22,813,610	345,40	3,125,163	9,883,548	1,308,299	14,317,010	7,239,385	7,077,675	1,593,895	30	600,000	38,501	4,757	2,618,129	15	1,593,895
18,029,260	9,884,840	375,000	4,172,500	2,000,000	62,87	51,201	58,672	65,494	1,081,509	1,026,752	73,501	38,501	30	600,000	38,501	4,757	2,618,129	15	1,593,895
3,200,000	597,500	1,018,100	14,963,554	15,760,623	287,60	455,229	510,886	65,494	1,081,509	1,026,752	73,501	38,501	30	600,000	38,501	4,757	2,618,129	15	1,593,895
218,100	800,000	10,500	27,344,202	24,734,202	147,00	909,881	8,157,551	201,909	9,293,341	4,870,192	4,897,149	2,618,129	15	1,593,895	600,000	38,501	4,757	2,618,129	15
5,013,054	9,940,000	7,271,879	1,673,100	1,401,478	28,20	770,261	117,983	6,175	428,147	244,471	185,676	106,344	8	1,593,895	600,000	38,501	4,757	2,618,129	15
20,072,323	315,000	315,000	1,249,200	960,404	28,20	770,261	117,983	6,175	428,147	244,471	185,676	106,344	8	1,593,895	600,000	38,501	4,757	2,618,129	15
999,200	250,000	692,000	9,349,300	9,349,300	95,95	2,423,039	697,229	85,241	3,205,559	1,840,360	2,865,199	154,600	10	1,593,895	600,000	38,501	4,757	2,618,129	15
8,637,300	692,000	692,000	2,272,100	2,272,100	68,40	145,411	149,827	327,581	216,212	111,369	111,369	154,600	10	1,593,895	600,000	38,501	4,757	2,618,129	15
1,770,414	1,500,000	69,233	3,339,647	20,500,347	468,50	2,135,997	3,922,348	306,430	6,364,705	3,568,002	2,796,763	635,782	7	1,593,895	600,000	38,501	4,757	2,618,129	15
8,108,600	12,657,000	5,575	1,415,065	1,392,796	40,00	20,385	22,083	83	42,501	36,009	6,492	635,782	7	1,593,895	600,000	38,501	4,757	2,618,129	15
501,890	907,000	79,805	1,445,955	1,392,796	40,00	20,385	22,083	83	42,501	36,009	6,492	635,782	7	1,593,895	600,000	38,501	4,757	2,618,129	15
1,269,150	97,000	576,000	576,000	576,000	24,50	15,986	105,377	8,139	129,502	163,105	28,800	28,800	6	1,593,895	600,000	38,501	4,757	2,618,129	15
576,000	700,000	1,569,450	1,569,450	1,569,450	28,00	9,574	180,254	18,244	208,072	105,644	102,428	26,083	3	1,593,895	600,000	38,501	4,757	2,618,129	15
869,450	100,000	250,000	250,000	250,000	12,00	15,895	135,639	121,904	203,338	84,264	209,074	32,133	8	1,593,895	600,000	38,501	4,757	2,618,129	15
150,000	372,000	1,343	765,143	968,137	29,61	528	149	325	1,602	44,372	209,074	32,133	8	1,593,895	600,000	38,501	4,757	2,618,129	15
391,800	900,000	67,407	1,890,000	1,890,000	15,30	528	149	325	1,602	44,372	209,074	32,133	8	1,593,895	600,000	38,501	4,757	2,618,129	15
990,000	310,000	6,500	184,833	184,833	9,00	164,228	54,541	54,463	273,232	124,531	148,701	6,341	2	1,593,895	600,000	38,501	4,757	2,618,129	15
111,900	13,333	162,311	1,855,442	1,416,506	26,38	164,228	54,541	54,463	273,232	124,531	148,701	6,341	2	1,593,895	600,000	38,501	4,757	2,618,129	15
165,000	1,009,095	24,180	1,622,450	664,319	32,06	393,230	393,230	13,00	164,228	124,531	148,701	6,341	2	1,593,895	600,000	38,501	4,757	2,618,129	15
684,036	800,000	1,218	1,622,450	664,319	32,06	393,230	393,230	13,00	164,228	124,531	148,701	6,341	2	1,593,895	600,000	38,501	4,757	2,618,129	15
822,450	52,000	1,218	1,622,450	664,319	32,06	393,230	393,230	13,00	164,228	124,531	148,701	6,341	2	1,593,895	600,000	38,501	4,757	2,618,129	15
317,050	52,000	1,218	1,622,450	664,319	32,06	393,230	393,230	13,00	164,228	124,531	148,701	6,341	2	1,593,895	600,000	38,501	4,757	2,618,129	15
192,750	57,900	19,957	17,857	178,049	7,00	159,033	3,334	162,367	101,188	80,345	61,179	41,825	21	1,593,895	600,000	38,501	4,757	2,618,129	15
100,000	6,500	3,033	33,313	30,729	4,00	6,881	995	6,876	80,345	61,179	41,825	21	1,593,895	600,000	38,501	4,757	2,618,129	15	
200,000	200,000	27,895	297,895	194,618	3,38	76,759	774	77,533	71,632	6,403	1,473	15,000	7	1,593,895	600,000	38,501	4,757	2,618,129	15
180,000	125,000	18,500	205,000	305,000	6,00	85,901	9,345	95,336	93,918	1,418	1,418	15,000	7	1,593,895	600,000	38,501	4,757	2,618,129	15
490,530	200,000	112,245	709,030	709,030	12,33	249,108	2,789	281,897	170,868	81,029	39,224	39,224	8	1,593,895	600,000	38,501	4,757	2,618,129	15
160,000	250,000	38,000	362,245	377,824	18,97	174,909	1,681	176,540	135,006	41,534	41,534	39,224	8	1,593,895	600,000	38,501	4,757	2,618,129	15
150,000	38,000	38,000	180,000	81,612	5,40	102,861	20,204	102,861	78,153	24,708	20,000	31,024	21	1,593,895	600,000	38,501	4,757	2,618,129	15
30,000	62,500	24,000	176,500	232,954	4,50	102,861	20,204	102,861	78,153	24,708	20,000	31,024	21	1,593,895	600,000	38,501	4,757	2,618,129	15
29,500	135,000	29,500	29,500	127,217	4,51	53,203	1,784	59,473	55,544	3,929	3,929	31,024	21	1,593,895	600,000	38,501	4,757	2,618,129	15
100,000	17,000	17,000	235,000	235,421	3,92	87,822	83	37,905	39,386	50,439	45,696	45,696	45	1,593,895	600,000	38,501	4,757	2,618,129	15
159,312	15,500	5,368	174,812	175,610	6,88	75,718	4,422	128,761	78,322	6,297	2,000	2,000	4	1,593,895	600,000	38,501	4,757	2,618,129	15
48,000	22,000	4,964	75,968	65,355	2,60	57,541	4,422	128,761	78,322	6,297	2,000	2,000	4	1,593,895	600,000	38,501	4,757	2,618,129	15
75,000	35,000	17,000	114,964	93,921	3,75	67,704	226	67,930	61,894	6,096	6,096	2,000	4	1,593,895	600,000	38,501	4,757	2,618,129	15
120,000	65,108	185,108	185,108	179,635	4,50	39,384	3,381	855,774	256,911	38,863	56,980	56,980	27	1,593,895	600,000	38,501	4,757	2,618,129	15
203,757	172,000	2,000	375,757	478,202	18,90	352,388	597	41,269	31,851	9,418	6,000	6,000	6	1,593,895	600,000	38,501	4,757	2,618,129	15
120,000	120,000	2,000	190,000	114,368	6,62	40,672	597	41,269	31,851	9,418	6,000	6,000	6	1,593,895	600,000	38,501	4,757	2,618,129	15
200,000	100,000	10,000	202,000	102,000	6,25	116,912	3,083	220,672	204,459	16,233	19,384	19,384	20	1,593,895	600,000	38,501	4,757	2,618,129	15
249,100	100,000	10,000	359,100	337,879	6,00	216,689	3,083	220,672	204,459	16,233	19,384	19,384	20	1,593,895	600,000	38,501	4,757	2,618,129	15
8,750,000	1,200,000	9,950,000	6,252,000	6,252,000	108,00	216,689	3,083	220,672	204,459	16,233	19,384	19,384	20	1,593,895	600,000	38,501	4,757	2,618,129	15
1,632,350	800,000	2,433,350	2,433,350	2,433,350	60,00	216,689	3,083	220,672	204,459	16,233	19,384	19,384	20	1,593,895	600,000	38,501	4,757	2,618,129	15
64,000	860,000	440,985	1,364,985	1,364,985	161,00	216,689	3,083	220,672	204,459	16,233	19,384	19,384	20	1,593,895	600,000	38,501	4,757	2,618,129	15
398,910	30,500	429,410	429,410	530,636	18,00	216,689	3,083	220,672	204,459	16,233	19,384	19,384	20	1,593,895	600,000	38,501	4,757	2,618,129	15
200,000	29,115	1,971	232,088	200,000	18,00	216,689	3,083	220,672	204,459	16,233	19,384	19,384	20	1,593,895	600,000	38,501	4,757	2,618,129	15
4,282,950	2,786,182	271,888	7,341,020	4,455,000	48,00	216,689	3,083	220,672	204,459	16,233	19,384	19,384	20	1,593,895	600,000	38,501	4,757	2,618,129	15
138,085	590,000	60,000	788,085	853,086	105,00	216,689	3,083	220,672	204,459	16,233	19,384	19,384	20	1,593,895	600,000	38,501	4,757	2,618,129	15
4,797,185	7,231,517	124,467	12,153,169	1,000,000	243,00	216,689	3,083	220,672	204,459	16,233	19,384	19,384	20	1,593,895	600,000	38,501	4,757	2,618,129	15
2,050,070	2,527,526	213,401	4,791,097	4,671,002	45,00	216,689	3,083	220,672	204,459	16,233	19,384	19,384	20	1,593,895	600,000	38,501	4,757	2,618,129	15
2,787,000	3,000,000	5,787,000	5,787,000	5,787,000	99,64	216,689	3,083	220,672	204,459	16,233	19,384	19,384	20	1,593,895	600,000	38,501	4,757	2,618,129	15
1,000,000	450,000	1,450,000	1,450,000	1,450,000	121,00	216,689	3,083	220,672	204,459	16,233	19,384	19,384	20	1,593,895	600,000	38,501	4,757	2,618,129	15
700,000	650,000	1,350,000	1,350,000	1,350,000	64,00														

MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS.					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.	COMPANIES.	Number of Shares.	Par Value of Shares.	Paid on Shares.	Market price p.sh.
COPPER:					COPPER:					IRON:					GOLD, SILVER, AND QUICKSILVER:				
Acton.....Ca.	200,000	5	75c		Jefferson.....L. S.	20,000				Copake.....N. Y.	50,000	50		8	Atina (G.).....Col.	50,000	10		
Acton Vale.....Ca.	50,000				Keweenaw....." "	20,000			4	East River.....N. Y.	5,000	50		118	Acadia (G.).....N. S.	100,000	8		
Adventure.....L. S.	20,000				Kickapoo....." "	20,000				George's Ck C. & I.Md.	10,000	100			Albion (G.)....." "	100,000	3		
Albany and Boston " "	20,000		27		King Phillip....." "	20,000			2	Harwood....." "	20,000	5			Alpine (G.).....Col.	150,000	10		4
Algonah....." "	20,000		2		Knowlton....." "	20,000			1	Kahtadin.....Me.	3,000	100			Alps (G.)....." "	100,000	5		
Alliance.....Ca.	200,000	2 1/2			Lafayette.....Ca.	200,000	1		1 1/2	Lake Superior.....L. S.	20,000	25			American....." "	200,000	5		
Alton.....L. S.	20,000		1		Lake....." "	200,000	1		1 1/2	Massachusetts.....Pa.	25,000	1			Am. & Mex. (S.) N. M.				
Altona.....L. S.	20,000		25		Lawrence.....L. S.	200,000				Mount Pleasant.....Pa.	10,000	50			Am. Pioneer.....A. T.				
Annapolis.....Md.	50,000	10			Lennoxville.....Ca.	100,000	5		50c	Teal Lake.....L. S.	20,000	10			Arizona (Silver)....." "				
Arzona.....Ariz. T.	10,000	100			Logan....." "	100,000	3		2	Tyson....." "	20,000	10			Atlantic (G.).....N. S.	100,000	5		
Ascot.....Ca.	20,000	20			Lyster....." "	200,000	2			LEAD AND ZINC:					At. & Pac. (G. & S.) Nev.	50,000	10		33
Astor.....L. S.	20,000		1		Madison.....L. S.	20,000			1	Amenia.....N. Y.	100,000	5			Bay State (G.).....Col.	200,000	5		
Atlas....." "	20,000		1		Malden....." "	20,000			1	Bucks County.....Pa.	50,000	5			Benton (G.).....Col.	100,000	5		
Artes....." "	20,000		1		Mandan....." "	20,000			50c	Canada.....Ca.	50,000	5			Benton (G.)....." "	100,000	5		450
Balt. and N. C.....N. C.	2,000	5	20c		Manhattan....." "	20,000			2 1/2	Clute....." "					Black Hawk (G.)....." "	50,000	100		
Bare Hill....." "					Marquette....." "	20,000			2	Crystal Lake....." "					Boston (G.)....." "	10,000	10		105
Bay State.....L. S.	20,000		3 1/2		Maryland.....Md.	20,000	5		75c	Erie....." "					Briggs (G.)....." "	10,000	100		
Beaver....." "	20,000		1		Massachusetts.....L. S.	20,000				Gay's River....." "	100,000	2			Bullion (G.)....." "	200,000	5		
Bedford.....Ca.	12,000	5	60c		Massachusetts....." "	20,000			5	Hampton....." "	10,000	5			Burroughs (G.)....." "	100,000	10		
Black River....." "	200,000	2 1/2	10c		Mendota....." "	20,000			5	Keystone.....Pa.					Canadian (G.).....Ca.	200,000	2		50c
Bohemian.....L. S.	20,000		7 1/2		Merrimas....." "	20,000			5	Lancaster....." "					Central (G.).....Col.	50,000	20		17 1/2
Bolton.....Ca.	20,000	5	1		Meteor....." "	20,000			2 1/2	Macomb.....N. Y.	100,000	5			Chaudiere (G.).....Ca.	100,000	5		90c
Boston.....L. S.	20,000		5 1/2		Meander....." "	20,000			4 1/2	Mineral Point....." "	100,000	5			Chebueto.....N. S.	100,000	5		
B. and Corinth.....Vt.	20,000		10		Michigan....." "	20,000			5	Mount Hope.....N. Y.	50,000	5	2 1/2		Colonial (G.).....Col.	100,000	2 1/2		25c
Brooklyn.....L. S.	20,000		2		Middlesex....." "	20,000			1 1/2	National....." "	200,000	1		110	Colorado (G.).....Col.	50,000	10		1
Brome.....Ca.	100,000	5	2		Minnesota.....L. S.	20,000			2 1/2	N. Y. & Boston.....N. Y.	100,000	5			Consol. Gregg (G.) Col.	50,000	100		25
Cabot.....L. S.	20,000		1		Missisquoi.....Ca.	150,000	2		2 1/2	Oswegatchie.....Ca.	100,000	5			Corraline (G.)....." "	200,000	20		
Caledonia....." "	20,000		1		Montezuma.....N. Mex.	300,000	5			Placencia Bay.....N. F.	20,000	25			Corliss (G.)....." "	100,000	10		1
Cambridge....." "	20,000		25c		Morrison.....L. S.	20,000				Ramsay.....Ca.	20,000	5			Corydon (G.)....." "	100,000	25		6
Canada.....Vt.	100,000	1	75c		Nashua....." "	20,000			10c	Rossie....." "	100,000	5			D. & Bushnell (G.) C.	300,000	10		
Carp Lake.....L. S.	20,000		1		National....." "	20,000			2 1/2	Shawangunk.....N. Y.	100,000	5		50c	Denver (G.)....." "	50,000	20	12 1/2	15
Cascade....." "	20,000		1		Native....." "	20,000			3	Sussex.....N. J.	100,000	5			Dorset (G.)....." "	170,000	5		
Central....." "	20,000		50		Naumkeag....." "	20,000			1 1/2	Union....." "	100,000	5			El Dorado (G.).....Nev.	100,000	5		
Champlain.....Ca.	200,000	1 1/2	15c		Nelson.....Ca.	200,000	1		10c	Walkill.....N. Y.				25c	Empire (S.)....." "				
Chatham....." "	200,000		2		Nequaquet.....L. S.	20,000			1	Coal & Anthracite:					Eureka (G.).....Cal.				
Chaudiere....." "	100,000	1	12c		Nevada (Silver)....." "	20,000			75c	American.....Pa.	37,000	25			Excelsior (G.).....Col.	30,000	10		14
Chester....." "	20,000		1		New England....." "	20,000			2	Ashburton....." "	50,000	50			Frankfort (G.)....." "	100,000	2		
Cheticamp....." "	20,000		1		Newton.....Ca.	200,000	1		8c	Atlantic & G. C.....Md.					Garrison's (G.).....Col.	100,000	5		1
Chippewa.....L. S.	20,000		2 1/2		New York.....L. S.	20,000			4	Baltimore....." "		100			Gilbert River (G.).....Ca.	100,000	5		
Cleveland.....Ca.	100,000	5			N. Y. & Passaic.....N. J.	100,000	5		4	Bear Valley....." "	40,000	12 1/2		2 1/2	Gilpin (G.)....." "	100,000	5		1 1/2
Clinton.....L. S.	20,000		1		North Cliff.....L. S.	20,000			4	Beaver Meadow.....Pa.	100,000	50			Gold....." "	100,000	5		3 1/2
Collin....." "	20,000		4 1/2		North Silver Lake....." "	20,000			3	Belmont....." "	10,000	50			Gold Field....." "	50,000	10		
Columbian....." "	20,000		5		North State....." "	20,000			20c	Big Mountain.....Pa.					Gold Hill....." "	50,000	10		
Consolidated....." "	20,000		4 1/2		North Sutton.....Ca.	100,000	5		1	Blackball.....N. S.	8,000	25			Gold River....." "	100,000	3		
Copper Falls....." "	20,000		2 1/2		North Western.....L. S.	20,000			7 1/2	Boston & Pictou....." "	50,000	5			Gould & Curry (G.) S.	300,000	10		1 1/2
Copper Harbor....." "	20,000		1		Norwich....." "	20,000			5 1/2	Bridgeport.....Pa.	30,000	10			Gunnell (G.)....." "	50,000	10		14
Copper Hill....." "	20,000		1		Ogima....." "	20,000			2	Broad Mountain....." "	30,000	10			Halifax (G.).....N. S.	200,000	2		50c
Copperas Hill....." "	50,000	10			Ontonagon....." "	20,000			19c	Butler....." "					Harmon (G. & S.) Nev.	150,000	25	10	10
Cornwall.....Vt.	100,000	2	25c		Ottawa.....Ca.	200,000	1			Carbondale.....Pa.	200,000	2			Holman (G.).....Col.	50,000	10		
Danahat.....L. S.	20,000		1		Pacific.....L. S.	20,000			25	Clinton....." "					Hop (G.)....." "	50,000	2 1/2		
Dana....." "	20,000		1		Pennsylvania....." "	20,000			10	Coal Br. ok....." "	4,000	50			Isabel (G.).....N. S.	100,000	5		55c
Deep River.....N. C.	20,000		15		Petherick....." "	20,000			2 1/2	Continental....." "	10,000	50			Kennebec (G.).....Ca.	10,000	5		
Delaware.....L. S.	20,000		1		Pewabic....." "	20,000			15	Cumberland (pref.) Md.	50,000	100			Kent (G.).....N. S.	200,000	1		
Derby....." "	20,000		1		Phila. & Boston....." "	20,000			20	Daniel Webster....." "	5,000	100			Lake (G.)....." "				
Devon....." "	20,000		1		Phoenix....." "	10,000			2	East Mahanoy.....Pa.					Lake Major.....N. S.	12,000	50		
Dorchester....." "	20,000		0		Pittsburg & Boston....." "	20,000			5 1/2	Everhart....." "	50,000	25			Libertad (G. & S.) Mex.	100,000	10		
Douglas....." "	20,000		1		Pontiac....." "	20,000			3 1/2	Franklin.....Pa.	5,000	100			Manhattan (G.)....." "	100,000	10		16 1/2
Dover.....Ca.	200,000		1		Prince of Wales.....Ca.	20,000			10	Fulton....." "	50,000	5			Mariposa (G.).....Cal.	100,000	100		16 1/2
Dudley.....L. S.	20,000		2		Providence.....L. S.	20,000			10 5/8	Gilbertson....." "	5,000	100			Massachusetts (G.) Ca.	500,000	6		
Dunham.....Ca.	20,000		2 1/2		Quincy....." "	20,000			1	George's Creek.....Pa.	10,000				Mex. Pac. (G. & S.) Mex.	100,000	10		
Durham....." "	20,000		25c		Reid Hill.....Ca.	20,000			7 1/2	Grand Tunnel....." "	4,000	100			Montague (G.).....N. S.	50,000	50		
Eagle River.....L. S.	20,000		3 1/2		Reliance.....L. S.	20,000			5	Green Mountain....." "					Montana (G.).....Col.	100,000	5		1 1/2
El Dorado (Silver)....." "	20,000		2 1/2		Richford....." "	20,000			5	Hampton & Balt. Md.	32,300	50			Montezuma (G. & S.) N.	100,000	5		
Essex.....L. S.	20,000		20c		Ridge.....L. S.	20,000			5	Hazleton.....Pa.	3,000	100			Mt. Alpine (G.)....." "	200,000	10		
Etna.....L. S.	20,000		12 1/2		Rockland....." "	20,000			65c	Henry Clay....." "	3,000	100			Mt. Vista (G. & S.) Nev.	50,000			

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Completed: equi- val in single tr. m.	Length in miles.	In progress or projected.	Equip- ment.			Companie.	Cost of Road and Equipment.	Share Capital paid in.	Indebted- ness.		Earnings.		Dividends on paid capital.	Pur Value.	Market Price.
				Horses.	2 horse.	1-horse.				Bonded Debt.	Floating Debt.	Gross.	Nett.			
MASSACHUSETTA.																
30 Nov. '63	3.34						Boston and Chelsea	110,000	140,000			7,300	7,300			
30 Nov. '63	4.18		161	26			Broadway, Boston	88,551	210,000		12,500	62,448	21,195			
30 Nov. '63	32.96						Cambridge	684,171	657,300	150,000	94					
30 Nov. '63	6.74						Cliftondale	95,500	70,000	24,500	4,863					
30 Nov. '63	8.27						Dorchester	156,672	121,600			8,468	7,438			
30 Nov. '63	1.48						Dorchester Extension	12,800	12,800			1,024	1,024			
30 Nov. '63	1.11						Dorchester and Roxbury	18,742	12,000			1,200	1,200			
30 Nov. '63	11.75		195	25			Lynn and Boston	151,398	150,000	50,000	2,220	88,685	0,516			
30 Nov. '63	3.41						Malden and Melrose	60,216	200,000	73,100	66,223					
30 Nov. '63	2.97						Medford and Charlestown	34,000	22,000	12,000		2,040	2,040			
30 Nov. '63	35.88		702	125			Metropolitan (Boston)	621,602	639,300		297,509	398,616	66,539	10		
30 Nov. '63	7.50		216	41			Middlesex (Boston)	345,000	400,000			39,783	174,422	32,618	8	
30 Nov. '63	3.97		63	9			Quincy	75,525	63,000	50,932	16,650	25,877	6,012			
30 Nov. '63	5.32						Salem & South Dacvers	57,100	75,300		1,800	9,789	1,273			
30 Nov. '63	2.63						Somerville	50,000	50,000			2,500	2,500			
30 Nov. '63	2.50		10	2			Stoneham street (Boston)	31,600	32,900			5,885	1,711			
30 Nov. '63	7.75		61	14			Suffolk (Boston)	167,485	125,250	24,800	63,074	42,750	1,591			
30 Nov. '63	1.5		311	50			Union (Transportation)	228,179	160,000	20,000	48,178	217,253	13,036	8		
30 Nov. '63	3.21						West Cambridge	12,850	12,850			120	642			
30 Nov. '63	2.25						West Roxbury	40,558	40,400							
30 Nov. '63	5.00						Winnisimmet	62,152	62,200		4,798					
30 Nov. '63	6.00						Worcester	59,000	60,000	20,000		6,202	542			
CONNECTICUT.																
31 Jan. '64	3.0		5.0	45	7		Hartford and Westville	100,000	100,000							
31 Dec. '62	8.5		11	8			Hartford and Wethersfield	300,000	300,000							
NEW YORK.																
30 Sep. '63	10.76				28		Broadway (Brooklyn)	216,918	200,000	27,500	408	55,780	15,491	6	100	110
30 Sep. '63	4.00		2.80		2		Brooklyn, Bath & Coney Is'd	106,125	61,625	44,500						
30 Sep. '63	24.00				35	43	Brooklyn Central & Jamaica	84,970	492,150	327,150	44,778	146,218	7,216			
30 Sep. '63	56.1		1.0		140	20	Brooklyn City	1,331,357	1,000,000	170,000		512,641	132,326	9	100	150
30 Sep. '63	10.50		4.25		53		Brooklyn City and Newtown	281,765	346,000	1,600	11,790	61,453	7,881	3		
30 Sep. '63			10.00				Brooklyn City & Ridgewood	51,328	55,500							
30 Sep. '63							Buffalo Street									
30 Sep. '63							Central City (Syracuse)									
30 Sep. '63	16.00		14.00		23	1	Central Pk. N. & E. Riv. (N. Y.)	694,655	44,073	550,000		19,791	7,008			
30 Sep. '63	17.50		6.00				Coney Island and Brooklyn	543,687	494,800	13,000	44,251	63,286			100	
30 Sep. '63	17.33				91		East & North River (N. Y.)	650	650							
30 Sep. '63	11.00		1.00		70		Eighth Avenue (N. Y.)	978,534	800,000		30,000	358,598	124,416	12	100	
30 Sep. '63							12d st. & Grand st. Ferry	728,361	600,000	127,100	4,000					
30 Sep. '63	4.52						Fourteenth Street (N. Y.)									
30 Sep. '63	4.63						Grand St. & Newtown (W. J.)									
30 Sep. '63							Harlem Br. Morris & Ford'm									
30 Sep. '63							Main & Ohio St. (Buffalo)									
30 Sep. '63							Niagara Street (Buffalo)									
30 Sep. '63	19.00				34		Ninth Avenue (N. Y.)	447,598	795,380	57,000		97,241	23,479		100	
30 Sep. '63			11.00				N. Riv. & Wall st. Ferry (N. Y.)									
30 Sep. '63	7.50		8.40		18		Port Morris & Westchester	1,200	1,200							
30 Sep. '63	16.00						Rochester City & Brighton	81,500	88,000	6,000	7,638	8,977			100	
30 Sep. '63	16.00						Second Avenue (N. Y.)	1,135,818	650,000	500,000	25,000	2,035,4	51,127		100	
30 Sep. '63	8.57				40	25	Sixth Avenue (N. Y.)	1,161,893	750,000	15,000		412,600	99,227	10	100	150
30 Sep. '63							Tenth Av. & 32d st. (N. Y.)									
30 Sep. '63	16.50				117	3	Third Avenue (N. Y.)	1,19,308	1,170,000	400,000		682,131	233,079	12	100	240
30 Sep. '63							Troy and Lansingburg									
30 Sep. '63	2.00		3.50				Utica City	2,150	7,080			1,693	310			
30 Sep. '63	1.50				3		V. Brunt st. & Erie Bas. (Buff.)	62,000	500,000	6,000	5,150	4,582	752			
NEW JERSEY.																
31 Dec. '62	5.32				7		Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '62	5.05		2.50		8		Hoboken and Weehawken	134,400	70,000	80,000		17,228	9,988	3		
31 Dec. '62	10.47						Jersey City & Bergen Point									
31 Dec. '62	17.00		150	22			Orange and Newark	411,000	211,000	200,000		71,050	19,183		50	
31 Dec. '62	5.80				8		West Hoboken & Hoboken	100,000	40,000	60,000						
PENNSYLVANIA																
31 Oct. '63	7.89		133	22	1		Chestnut & Walnut (Phila.)	197,573	100,000	135,000		104,728	50,998	40	10	
31 Oct. '63	8.13		126	14	6		Citizens' (Pittsburg)	157,927	92,000	54,200	5,890	89,867	30,168	20		
31 Oct. '63	4.12		13	4			Delaware County	30,729	24,000	6,500	2,850	5,688				
31 Oct. '63	4.38		112	20			Fairmount & Arch st. (Phil.)	194,017	200,000			63,459	14,824	7		
31 Oct. '63	16.74		274	42			Frankford & Southw'k (Ph.)	721,434	490,260	200,000		202,367	68,757	7	50	
30 Nov. '63	24.23		205	35			Germanatown	389,446	112,245	250,000		133,506	28,745	6		
31 Oct. '63	8.40		116	25			Girard College (Phila.)	160,000	160,000			76,430	19,682	9		
31 Oct. '63	8.73		196	38			Green & Coates st. (Phila.)	224,182	150,000	87,000		124,540	50,470	19		
31 Oct. '63	11.00						Hestonville, Mantua & Fairm't	100,000	60,000	40,000						
31 Oct. '63							Lombard & South st. (Phila.)									
31 Oct. '63	11.17						North Philadelphia	300,000	200,000	100,000						
31 Oct. '63	12.00		96	19	1		Oakland (Pittsburg & E. L.)	76,500	81,500		500	32,491				
31 Oct. '63	10.7		0.52	57	10	3	Philadelphia and Darby	86,447	100,000	17,000		24,102	1,918			
31 Oct. '63	7.04		10	13			Pittsb., Allegheny & Manch'r	86,418	67,375	12,000	9,622	49,638	7,036			
31 Oct. '63	4.51		70	10			Pittsburg and Birmingham	62,952	42,000	22,800	5,369	40,523	16,184	9		
31 Oct. '63	6.16		123	21			Race and Vine (Fairmount)	121,613	180,000	125,000	57,545	72,437	5,983			
31 Oct. '63	5.20						Richmond & Schuylkill (Ph.)	130,000	100,000	30,000						
31 Oct. '63	7.75		54	10			Ridge Avenue & Manyunk	179,635	118,000			34,549	12,231	8		
31 Oct. '63	19.46		382	60			Second & Third st. (Phila.)	476,779	203,757	172,100		219,828	93,803	36	20	
31 Oct. '63	6.62		60	15			17th & 19th st. (Phila.)	113,694	120,000			28,447	4,917	24		
31 Oct. '63	8.38		120	17	5		Spruce & Pine (Phil. & Gr. F.)	173,010	159,312	15,500		75,068	18,417	17		
31 Oct. '63	7.65		1.51	175	38		10th & 11th st. (Citizens)	171,776	192,750		6,000	126,623	45,960	16	20	
31 Oct. '63	6.25		133	16	3		13th & 15th st. (Phila.)	100,000	100,000			87,604	20,428	17		
31 Oct. '63	9.31		223	48	4		West Philadelphia	301,056	189,100	100,000	4,000	161,700	44,574	11		
MARYLAND.																
31 Dec. '62	21.00		340	50			Baltimore City	700,000			31,549	239,050	21,058			
OHIO.																
31 Dec. '62	5.00						Cincinnati Street	181,913	150,000							
31 Dec. '62	5.00															

FEDERAL AND STATE SECURITIES.

[illegible]

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Chicago and Alton:													
1890	55,734	55,123	74,690	63,995	86,211	76,428	81,453	103,635	94,928	107,768	73,751	64,987	938,541
1891	81,581	75,621	78,361	65,358	75,250	63,761	73,474	136,897	141,174	122,487	104,254	80,296	1,098,464
1892	73,169	93,591	110,935	72,196	81,994	90,625	94,096	128,191	132,639	119,409	116,301	111,965	1,239,001
1893	109,850	101,355	104,372	122,084	182,301	145,542	149,137	157,943	170,041	170,910	155,899	153,294	1,673,706
1894	100,991	154,417	205,802	162,723	178,785	206,090	224,355	312,101	320,857	281,419	279,464	244,378	2,661,348
1895	261,903												
Chicago and Rock Island:													
1890	72,834	66,703	77,403	82,170	104,272	100,403	82,895	130,042	134,500	145,899	92,873	75,497	1,461,008
1891	83,030	63,976	77,007	76,609	102,163	90,621	88,410	130,542	154,084	152,537	123,319	118,753	1,301,069
1892	120,776	90,607	75,676	76,459	102,353	138,374	119,947	117,086	146,293	161,503	138,795	135,595	1,423,499
1893	140,024	130,225	122,512	126,798	144,905	170,937	139,142	160,308	210,729	216,030	196,435	201,134	1,969,267
1894	158,735	175,482	243,150	175,338	188,565	206,896	195,103	271,141	331,494	312,049	319,816	309,187	2,886,426
1895	239,535	239,949											
Chicago and Northwestern:													
1890	46,605	49,103	59,240	54,725	84,706	104,815	95,340	71,306	104,094	124,787	103,955	90,991	994,677
1891	69,691	81,160	92,483	103,450	107,866	124,283	115,861	106,491	172,072	210,476	163,888	153,622	1,488,197
1892	98,123	111,495	157,962	174,589	185,629								
Cleveland and Toledo:													
1890	78,170	67,210	86,290	76,032	65,907	55,085	50,386	65,573	84,603	94,406	82,467	82,400	889,490
1891	85,239	76,918	85,663	90,324	65,302	63,137	62,269	60,285	84,640	98,528	88,401	105,253	955,950
1892	106,283	88,468	103,175	87,915	69,716	71,716	78,538	102,716	112,507	117,294	164,876	164,876	1,167,644
1893	145,916	146,839	165,780	121,278	103,407	99,569	90,882	95,134	130,551	150,397	143,836	156,920	1,670,690
1894	154,058	176,105	203,329	158,077	128,000	100,000	118,515	164,245	182,119	183,649	184,614	208,291	1,942,993
Erie:													
1890	304,708	319,593	372,296	380,343	349,953	330,657	361,819	359,114	455,235	465,959	536,608	414,764	4,651,049
1891	354,000	345,000	433,311	457,161	393,409	393,409	319,955	477,642	600,124	587,242	561,448	412,723	5,385,424
1892	404,507	391,932	458,560	547,174	506,610	430,063	372,705	419,010	618,948	719,354	734,108	714,211	6,214,183
1893	699,097	601,595	638,006	628,070	587,416	528,842	695,024	615,962	756,421	885,136	902,066	903,859	8,400,384
1894	839,949	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,036,321	10,406,481
1895	908,837	914,133	1,004,508	1,079,508	1,052,493	1,021,976	974,317	1,085,384	1,201,006	1,202,566	1,204,008	1,207,414	12,172,333
Galena and Chicago													
1890	97,253	76,859	101,600	103,795	165,707	162,823	145,389	150,369	200,276	221,528	172,700	122,309	1,720,396
1891	109,867	105,424	74,346	90,180	158,194	225,048	190,456	129,019	188,370	203,575	159,530	143,532	1,777,541
1892	121,617	121,161	129,226	136,601	172,343	212,945	143,517	163,245	261,494	287,122	228,407	204,716	2,193,295
1893	143,906	168,577	177,251	196,872	220,825								
Hudson River:													
1890	192,161	190,589	175,773	121,123	141,269	115,444	125,305	155,164	156,973	170,157	157,443	232,073	1,933,434
1891	209,422	161,047	161,047	134,606	156,251	129,996	140,860	167,220	180,000	198,951	169,549	220,370	2,075,823
1892	223,157	205,343	167,560	139,751	150,808	122,683	114,804	135,299	146,424	173,261	197,762	246,283	2,023,587
1893	267,330	251,568	208,963	192,442	151,427	159,769	193,442	212,118	239,911	270,083	403,571	2,922,970	2,922,970
1894	458,953	425,047	366,802	270,076	244,771	202,392	190,364	219,561	208,100	302,174	295,750	484,550	3,726,140
1895	501,231	472,240	356,626	278,540	231,769	253,049	273,726	306,595	361,600	340,900			
Illinois Central:													
1890	132,938	134,311	154,690	153,644	144,894	149,592	139,102	181,612	246,829	245,892	230,742	192,322	2,129,066
1891	185,257	185,926	209,994	183,758	219,890	188,060	193,931	248,971	259,643	321,059	243,168	234,106	2,664,843
1892	279,268	279,268	292,324	192,054	199,488	177,829	188,989	289,982	289,982	243,020	243,249	224,401	2,899,612
1893	290,130	238,637	181,084	191,648	206,246	289,282	261,079	352,786	414,543	410,836	372,693	359,493	3,445,827
1894	271,085	275,643	289,221	324,687	407,992	343,929	511,305	478,576	496,483	437,079	424,531	4,671,028	4,671,028
1895	327,900	406,595	445,320	421,457	414,731	497,223	404,197	585,464	767,363	664,299	617,711		
Marquette and Cincinnati:													
1890	33,904	26,252	25,891	28,579	32,668	29,384	37,271	56,687	46,452	81,329	55,257	48,544	612,218
1891	38,208	53,778	69,540	64,306	35,325	40,706	58,704	62,564	77,112	83,059	76,784	68,893	710,223
1892	56,540	77,874	90,755	73,215	83,904	76,056	89,688	94,375	96,062	90,676	97,047	92,772	1,017,768
1893	98,112	86,626											
Milwaukee and Prairie du Chien:													
1890	37,520	32,391	39,501	45,511	59,082	48,797	37,429	60,229	139,761	163,615	90,900	44,895	700,841
1891	54,246	44,027	43,637	49,102	112,266	141,771	107,117	90,463	134,726	177,879	130,184	67,950	1,165,407
1892	83,903	62,907	47,010	61,759	130,218	144,915	108,721	76,163	109,661	164,369	122,272	61,835	1,168,734
1893	67,181	76,132	44,925	88,177	106,967	111,261	71,587	69,552	116,417	205,054	138,242	112,913	1,247,258
1894	102,743	115,135	88,222	140,417	186,747	212,226	139,547	113,393	168,213	178,526	157,090	121,113	1,723,381
1895	98,183												
Michigan Southern & Northern Indiana:													
1890	104,345	106,828	143,626	145,258	133,084	122,796	101,710	151,170	173,870	218,465	196,495	152,172	1,754,510
1891	131,467	119,833	166,454	170,842	175,481	134,688	127,278	196,821	233,851	273,722	203,492	134,972	2,068,896
1892	140,925	116,934	153,170	186,951	170,362	161,891	126,558	178,773	235,690	276,181	231,265	189,077	2,189,077
1893	163,152	153,728	157,600	193,120	200,826	181,983	190,915	226,819	276,109	326,518	305,284	279,539	2,647,883
1894	248,784	230,508	257,227	268,613	264,365	241,236	189,145	238,012	308,109	375,567	332,280	349,048	3,802,541
1895	256,600	304,445	323,653	327,204	264,818	311,717	279,129	355,284	398,330	404,563	444,523	398,091	4,077,744
Michigan Central:													
1890	101,386	102,959	151,864	143,143	127,145	119,770	108,303	150,366	210,837	226,077	181,617	182,949	1,786,416
1891	110,712	107,749	160,311	165,741	158,510	123,085	128,393	193,540	251,423	300,474	196,182	129,022	2,025,142
1892	142,334	119,764	151,671	172,614	149,550	133,020	123,377	144,982	286,844	307,333	242,089	200,134	2,124,314
1893	230,159	159,658	151,902	175,696	186,039	174,002	172,189	216,634	295,956	322,369	307,474	258,634	2,650,702
1894	245,858	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,458	339,794	306,188	3,168,065
1895	252,435	278,848	348,802	339,276	271,553	266,780	263,244	346,781	408,445	408,868	405,510	276,470	3,999,010
New York Central:													
1890	530,349	370,544	509,211	478,563	409,628	447,813	504,217	561,920	743,599	709,071	637,792	520,896	6,303,708
1891	387,128	402,530	561,078	585,141	551,700	495,943	544,494	692,382	868,985	811,458	750,736	623,047	7,164,629
1892	489,065	420,793	627,051	699,688	677,073	568,743	522,138	562,076	696,175	927,036	852,986	872,985	7,990,783
1893	749,163	631,956	710,814	770,223	736,114	610,417	749,571	762,941	892,744	1,018,375	968,228	1,092,756	9,063,244
1894	920,272	790,167	867,590	911,397	839,128	841,185	818,512	840,450	1,079,551	1,041,522	1,045,041	1,074,700	

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. S. F., Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.				Description.	Amount.	Interest.	Interest.			
			When payable.	Where payable.	Due.	Price.				When payable.	Where payable.	Due.	Price.
Galena and Chicago Union:							Memphis and Ohio:						
1st Mortgage Coupon	1,981,000	7	Feb. & Aug.	New York.	1882	110	State (Tenn.) Loan	1,310,000	8				
2d Mortgage (S. F.) Coupon	1,338,000	7	May & Nov.	" "	1875	100	Michigan Central:						
Elgin and State Line	139,000		Jan. & July.	" "	1879		1st Mortgage Sterling	487,489	8	Jan. & July.	London.	1872	93
Great Western, Ill.:							1st Mortgage St'g (convertible)	500,000	8	March & Sept.	" "	1869	84
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1893	106	1st Mortgage (convert.) Dollar	2,230,500	8	" "	N.Y. & Boston	1869	110
Eastern	1,350,000	7	Feb. & Aug.	" "	1865	102½	1st Mortgage (convert.) Dollar	215,000	8	April & Oct.	" "	1882	118
Hannibal and St. Joseph:							1st Mortgage (S. F.) convertible	4,323,000	8	" "	" "	1882	118
Missouri State Loan (1st Lien)	3,000,000	5	Jan. & July.	New York.	73-87	83	Mich. Southern and N. Indiana:						
Land Security	3,344,600	7	April & Oct.	" "	1881	93	Michigan Southern, 1st	2,000	7	May & Nov.	New York.	1880	100
Convertible Bonds	822,000	7	Jan. & July.	" "	1883	100	Northern Indiana, 1st	21,000	7	Feb. & Aug.	" "	1861	107
Harrisburg and Lancaster:							Erie and Kalamazoo	41,000	7	March & Sept.	" "	1862	
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	Northern Indiana, conv.	10,000	7	Feb. & Aug.	" "	1863	81
Hartford and New Haven:							Jackson Branch	77,000	7	" "	" "	1865	88
1st Mortgage	927,000	5	Feb. & Aug.	New York.	1883	99	Goshen Air Line	693,000	7	" "	" "	1868	100
Houston and Texas Central:							Detroit and Toledo	734,000	7	" "	" "	1876	98
State (1st Lien) Loan	210,000	6	Jan. & July.	Bridgeport.	1877		1st General Mortgage (S. F.)	4,512,000	7	May & Nov.	" "	1885	104
Mortgage	125,000	7			1868		2d General Mortgage	2,194,500	7	" "	" "	1877	92
Hudson River:							* Milwaukee and Beloit:						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	99-70	101½	1st Mortgage	630,000	8				
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	" "	1885	100	* Milwaukee and Horicon:						
2d Mortgage	1,840,000	7	May & Nov.	" "	1875	101	1st Mortgage	420,000	8				
Convertible	1,002,000	7			1867	95	2d Mortgage	600,000	8				
Illinois Central:							Milwaukee and Prairie du Chien:						
Optional Right bonds	33,000	7	Jan. & July.	New York.	1863		1st Mortgage (Coupon)	2,427,000	7	Jan. & July.	New York.	1891	100
Construction	11,432,500	7	April & Oct.	London.	1875		Minnesota and Pacific:						
Construction	2,896,500	6		New York.	1875	112½	Real Estate	1,200,000	7	Jan. & July.		1892	
Eight per cent. bonds	287,000	8	March & Sept.	" "	1866		Mississippi Central:						
Indiana Central:							1st Mortgage	1,007,363	7				
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1866		Mississippi Central and Tenn.:						
2d Mortgage	384,000	10			118		State (Tenn.) Loan	529,000	6				
Income	20,500						Mississippi and Missouri:						
Indianapolis and Cincinnati:							1st Mortgage (convertible)	1,000,000	7		New York.		
1st Mortgage	500,000	7	Jan. & July.	New York.	1866	106	2d Mortgage (S. F.)	400,000	8				
2d Mortgage	400,000	7	" "	" "	1862	100	Oakalosa Division	590,000	7	Jan. & July.	" "	1875	18½
Real Estate Mortgage	200,000	7			1868	68	1st Land Grant	2,740,000	7				
Ind., Pittsburg and Cleveland:							2d Land Grant	650,000	7				
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Income bonds	511,000					
2d Mortgage	347,000	7	" "	" "	1870		Mississippi and Tennessee:						
Indianapolis and Madison:							Tennessee State Loan	98,000	6			1885	
Mortgage	649,000	7	May & Nov.	New York.	1881	100	Mississippi State Loan	202,799	6				
Jeffersonville:							1st Mortgage	171,000	7			1876	
1st Mortgage	187,000	7	March & Sept.	New York.	1861	75	Mobile and Ohio:						
2d Mortgage	392,000	7	April & Oct.	" "	1873	70	City (Mobile) Tax Loan	400,000	6				
* Kennebec and Portland:							Tennessee State Loan	674,860	6				
1st Mortgage (City and Town)	800,000	6	April & Oct.	Boston.	1870		Alabama State Loan	389,410	6				
2d Mortgage	230,000	6	" "	Augusta.	1861		Income	1,508,070	8	Jan. & July.	New York.	61-67	
3d Mortgage	250,000	6	" "	" "	1862		Sterling	678,035	6			1883	
* Kentucky Centr. (Conv. and Lex.)							Mississippi State Loan	200,970	6				
1st Mortgage	160,000	6					Montgomery and West Point:						
1st Mortgage	260,000	7					Alabama State Loan	122,622	6				
2d Mortgage (convertible)	1,000,000	7					Mortgage (due 1860, '63 and '65).	250,000	6			var.	
3d Mortgage	600,000	7					Mortgage	450,000	8			1866	
Guaranteed by Covington	200,000	6					Mississippi:						
Cincinnati (exchanged)	100,000	6					1st Mortgage	249,000	7				
Keokuk, Ft. D. Moines and Minn.							Nashville and Chattanooga:						
City of Keokuk, 20 years	400,000	8					Mortgage (State endorsed)	1,500,000					
City of Keokuk, (special tax)	150,000	10					Chatt. and Cleve. Subse. (endors.)	231,000					
Keokuk, Mt. Pleasant and Muscatine							* New Albany and Salem:						
Lee County	150,000	8					Crawfordsville	175,000	7				
City of Keokuk	200,000	8					1st Mortgage	500,000	10				
La Crosse, Viroqua & Mineral Pt.							1st Mortgage	2,235,000	6				
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		N. Hav., N. Lond. and Stonington:						
Lehigh Valley:							Mortgage	450,000	7	March & Sept.	New Haven.	1861	
1st Mortgage	1,465,000	6	May & Nov.	Philadelphia.	1873	99	2d Mortgage	200,000	6	Jan. & July.	" "	1863	95
La Crosse and Milwaukee:							Extension	116,000	6	May & Nov.	" "	1873	
1st Mortgage (Eastern Div.)	903,000	7	May & Nov.	Milwaukee.			New Haven and Northampton:						
2d Mortgage (Eastern Div.)	1,000,000	7					1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Land Grant (Western Div.)	4,000,000	7	Jan. & July.	New York.			1st Mortgage (H & Hamp.)	103,000	6				
2d Land Grant (Western Div.)	353,600	7	" "	" "			New Jersey:						
3d Mortgage (whole road)	1,700,000	7					Company's (various)	642,500		Semi-annually.	New York.	var.	102
Unsecured Bonds	1,785,000	7					New London Northern:						
Lexington and Frankfort:							1st Mortgage	51,000	7	Jan. & July.	New London.	1871	100
Mortgage, due 1884, '89 and '74	106,000	6					St. Orl'ns, Jackson and Gt. North.						
Little Miami:							State (Miss.) Loan	255,000	5			63-74	
Mortgage (Coupon)	1,300,000	6	May & Nov.	New York.	1883	100	1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
Long Island:							N. Orl'ns, Opelousa and Gt. West.						
State Loan (S. F.)	100,000	6	Jan. & July.	New York.	1876		Louisiana State Loan	641,000	6				
2d Mortgage	500,000	6	Jan. & July.	New York.	1870	99	New Orleans City Subscription	1,504,000	6				
Extension Bonds	175,000	7	May & Nov.	" "	1890	110	1st Mortgage (S. F.)	566,000	6			1889	
Long Dock Co.:							New York Central:						
Mortgage Bonds	500,000	7	June & Dec.	New York.	1882	110	Premium (S. F.) Bonds	6,917,528	6	May & Nov.	New York.	1883	100
Mortgages on Land	473,809	7					D'ts of former Co's outstanding	224,920	7	Feb. & Aug.	" "	1876	
Louisville and Frankfort:							Funding (S. F.) Bonds	1,298,000	7	May & Nov.	" "	1883	103
Louisville Loan	100,000		Jan. & July.	New York.	1881		Exchanged S's (S. F.) Bonds	663,000	6	" "	" "	1883	
1st Mortgage	201,000		" "	" "	63-78		" " " " " " " " " "	78,000	6	" "	" "	1883	
Louisville and Nashville:							Real Estate (S. F.) Bonds	165,000	6	" "	" "	1883	110
State (Tenn.) 1st Lien	560,500	6	Jan. & July.	New York.	98-92		Real Estate Bonds & Mortgages	190,272	7	var.	" "	var.	
1st Mortgage	1,804,000	7	Feb. & Aug.	" "	1883		" "	45,550	6	" "	" "	1883	100
Lebanon Branch 1st Mortgage	41,000	7					Bonds of Aug. 1859, Convertible	604,000	7	Feb. & Aug.	" "	1876	118
Memphis Branch 1st Mortgage	300,000	7					Bonds of Oct. 1863, (S. F.)	2,925,000	6	June & Dec.	" "	1887	103½
McMinnville and Manchester:							New York and Erie:						
State (Tenn.)	372,000	6					1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102½
Mortgage	24,000	7					2d Mortgage	4,000,000	7	March & Sept.	" "	1879	103
Mortgage	10,000	6					3d Mortgage	6,000,000	7	" "	" "	1883	104½
Marietta and Cincinnati:							4th Mortgage	5,120,000	7	April & Oct.	" "	1880	106
1st Mortgage Bonds	609,978	7	Feb. & Aug.	New York.	1861	89	5th Mortgage	1,739,500	7	June & Dec.	" "	1889	100
1st Mortgage sterling	1,000,000	7	" "	" "	1861		Buffalo Branch	200,000	7	Jan. & July.	" "	1891	102
Memphis and Charleston:							New York and Harlem:						
State (Tenn.) Loan	1,100,000	6					1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	108
1st Mortgage	1,600,000	7					Consolidated	1,000,000	7	Feb. & Aug.	" "	1867	100
Memphis, Clarksv. and Louisv.							2d Mortgage	980,000	7	Jan. & July.	" "	1867	97
State (Tenn.) Loan	910,000	6					New York and New Haven:						
							Plain Bonds, Coupon	612,000	7	June & Dec.	New York.	1866	107½
							Mortgage Bonds Coupon	1,088,000	6	April & Oct.	" "	1876	

AMERICAN RAILROAD BOND LIST.

* signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable	Where payable						When payable	Where payable		
N. York, Providence and Boston:							Racine and Mississippi:						
1st Mortgage	\$232,000	6	Feb. & Aug.	New York.	73-78		1st Mortgage (Eastern Division)	\$680,000	8		New York.	1875	35
North Carolina:							1st Mortgage (Western Division)	757,000	8		"	1875	35
State Loan	3,000,000	6					Raleigh and Gaston:						
North-Eastern (S. C.):							Coupon	100,000				1862	
1st Mortgage	700,000						Richmond and Danville:						
2d Mortgage	224,500						State (Va.) Loan (34 years)	600,000	6	Feb. & Aug.	New York.	var.	
Northern Central:							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	
Balt. and Susq. R. R. (Coupons)	150,000	6	Jan. Ap. Ju. Oc.	Baltimore.	1866		Mortgage (Coupon)	250,000	7	Feb. & Aug.	"	1869	
Md. State Loan (Irredeemable)	1,500,000	6		"	1870	102	Richmond, Fred. and Potomac:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1871		Sterling (\$27,000)	324,000	6			1860	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1877	102 1/2	Richmond and Petersburg:						
Y. and C. guar. by Balt. 3d Mort.	600,000	6		"	1875		Coupon	159,000				1875	
N. C. Contract	7,100	6	Jan. Ap. Ju. Oc.	"	1886	91	Rutland and Burlington:						
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1886		1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	62
Northern (Ogdensburg):							2d Mortgage	937,500	7	"	"	1863	23 1/2
1st Mortgage	1,500,000	7	April & Oct.	New York.	1869	95	3d Mortgage	440,000	7	"	"	1863	8
2d Mortgage	3,077,000	7 1/2	"	"	1861	25	Sacramento Valley:						
North Missouri:							1st Mortgage	400,000	10	Jan. & July.	New York.	1875	
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	72-87	98	2d Mortgage	822,000	10	Feb. & Aug.	San Francisco.	1861	
North Pennsylvania:							Sandusky, Dayton and Cincinnati:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90	1st Mortgage	812,000	7	Feb. & Aug.		1860	
Chattel Mortgage	260,000	10	"	"	1887	112	2d Mortgage	185,000	7	"		1863	
Northern (N. H.):							3d Mortgage	318,500	7	"		1875	
Bonds due 1864 and 1874	250,700	6	April & Oct.	Boston.	64-74	100 1/2	Six per cents	113,228	6	"		1878	
Norwich and Worcester:							Sandusky, Mansfield and Newark:						
Mass. State Loan	400,000	6	Jan. & July.	Boston.	1877		1st Mortgage	1,200,000	7	Jan. & July.	New York.	1866	20
Bonds for Dividend Scrip.	100,000	7	"	New York.	64-74		Saratoga and Whitehall:						
Steamboat Bonds	200,000	7	Feb. & Aug.	"	63-70		1st Mortgage	250,000	7 1/2	April & Oct.	New York.	1858	
Ohio and Mississippi (O. and Ind.):							1st Mortgage (R. and W. Br.)	100,000	7 1/2	March & Sept.	"	1856	
1st Mortgage	2,050,000	7	Jan. & July.	New York.	1872	86	Seaboard and Roanoke:						
2d Mortgage	258,000	7	April & Oct.	"	1880		1st Mortgage	300,000	7	"		1880	
Construction	4,242,000	7	March & Sept.	"	1876	17	2d Mortgage	75,000	7	"		1870	
Income	3,320,000	7	May & Nov.	"	1881		South Carolina:						
Orange and Alexandria:							State Loan	187,000	5			1868	
1st Mortgage	400,000	6	May & Nov.	New York.	1866		Sterling	183,333	6			1863	
2d Mortgage or 1st Extension	1,300,000	6	Jan. & July.	"	1876		Sterling	2,000,000	5		London.	1866	
2d Extension	600,000	8	May & Nov.	"	1873		Southern Mississippi:						
Pacific (Mo.):							1st Mortgage	500,000					
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	71-87	70	South-Western (Ga.):						
State Loan (S. W. Branch)	1,288,000	6	"	"	87-89		1st Mortgage	651,000				1875	
Construction	3,335,000	7	"	"		55	*Springfield, Mt. Vern. and Pittab.						
Panama:							1st Mortgage	500,000					
1st Mortgage Sterling	1,250,000	7	April & Oct.	London.	1865	100	2d Mortgage	450,000					
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		*Steuersv. and Ind. (P. C. and O.)						
Pennsylvania:							1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	106	2d Mortgage	900,000	7	"	"	1865	
2d Mortgage	2,621,000	6	April & Oct.	"	1875	100	St. Louis and Iron Mountain:						
2d Mortgage Sterling	2,283,840	6	"	London.	1876		State (Mo.) Aid	3,401,000	6		New York.		90
State Works Bonds	6,800,000	6	Jan. & July.	Harrisburg.	1864	105	St. Louis City Subscription	500,000					
Ponchartraine and Kennebec:							St. Louis County Subscription	1,000,000					
Bangor City 1st Mort. (Coupon)	750,000	6	April & Oct.	Boston.	74-78		Sunbury and Erie:						
2d Mortgage (Coupon)	277,000	6	Feb. & Aug.	Bangor.	1876		1st Mort. (Sunbury to Wm'spt)	1,000,000	7	April & Oct.	Philadelphia.	1877	111
3d Mortgage (Coupon)	186,000	6	March & Sept.	"	1871		Mortgage (half to State)	7,000,000	5	Jan. & July.	"	75-78	
Peoria and Oquawka:							Syracuse, Binghamton and N. Y.						
1st Mort. (W. Ext.) convertible	500,000	8	May & Nov.	New York.	1862		1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	
1st Mort. (E. Ext.) convertible	500,000	8	June & Dec.	"	1873		St. Louis, Alton & Terre Haute:						
Petersburg and Lynchburg (S. Side):							1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	95 1/2
State (Va.) Loan (S. F.)	800,000	7					" (series B)	1,100,000	7	April & Oct.	"	1894	
1st Mortgage (1859-70-75)	365,000	6					2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	85
2d Mortgage (1862-70-72)	378,000	6					" (series D)	1,400,000	7	May & Nov.	"	1894	
Special Mortgage (1865-68)	175,000	6					" " Income (series E)	1,700,000	7	"	"	1894	75
Last Mortgage (1861 to 1869)	133,500	8					Tennessee and Alabama:						
Phila. German'n and Norristown:							State (Tenn.) Loan	614,000					
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1863	105	Terre Haute and Richmond:						
Convertible Loan	292,500	6	"	"	1865	119	1st Mortgage (convertible)	64,000	7	March & Sept.	New York.	1866	
Philadelphia and Reading:							Toledo and Wabash:						
Bonds of 1866 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867		1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	96 1/2
" 1866	182,400	5	"	"	1880	103	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	
" 1869	2,950,600	6	April & Oct.	"	1870	98	2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	80
" 1861	110,000	6	Jan. & July.	"	1871	100	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	
" 1863	1,581,800	6	"	"	1880	98 1/2	Interest Bonds	161,820	7	"			83
" 1864	810,000	6	"	"	1880	98 1/2	Vermont Central:						
" 1865	101,000	6	"	"	1880	98 1/2	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	70
" 1869	67,000	6	"	"	1880	98 1/2	2d Mortgage Coupon	1,135,000	7	Jan. & July.	"	1867	20
" 1867, (convertible)	2,480,500	6	"	"	1886	114	Virginia Central:						
" 1866	1,442,000	7	"	"	1886	133	Mort. guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	83
Phila. Wilmington and Baltimore:							Mortgage (coupons)	198,000	5	"	Richm'd & New York.	1872	
Mortgage Loan	1,223,000	6	Jan. & July.	Philadelphia.	1864	132 1/2	Mortgage (coupons)	926,000	6	"	"	1884	
Improvement	14,500	6	May & Nov.	Boston.	1863		Virginia and Tennessee:						
Pittsburg and Connellville:							State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889		1st Mortgage	500,000	6	"	New York.	1872	80
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	108 1/2	2d or Enlarged Mortgage	1,000,000	6	"	"	1884	20
" (series B)	875,000	7	Feb. & Aug.	"	1912		Salt Works Br. Mort. due '58-'61	203,000	6	"	Lynchburg.	var.	
" (series C)	875,000	7	Mar. & Sept.	"	1912		Warren (N. J.):						
" (series D)	875,000	7	April & Oct.	"	1912		1st Mortgage	568,500	7	Feb. & Aug.	New York.	1875	
" (series E)	875,000	7	May & Nov.	"	1912		Warwick Valley, N. Y.:						
" (series F)	875,000	7	Jun. & Dec.	"	1912		1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
" (series G)	860,000	7	Jan. & July.	"	1912	98	2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
" (series H)	860,000	7	Feb. & Aug.	"	1912		Watertown and Rome:						
" (series I)	860,000	7	Mar. & Sept.	"	1912		Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	107 1/2
" (series J)	860,000	7	April & Oct.	"	1912		Western (Mass.):						
" (series K)	860,000	7	May & Nov.	"	1912		Sterling (\$299,900)	4,319,520	5	April & Oct.	London.	68-71	
" (series L)	860,000	7	June & Dec.	"	1912		Dollar Bonds	860,000	6	"	Boston.	1875	102
" (series M)	860,000	7	April	"	1912	89	Albany City Bonds	1,000,000	6	Jan. & July.	"	66-78	101 1/2
Bridge Bonds	188,000	7	May & Nov.	Philadelphia.	1876		Hudson & Boston R. R. Loan	150,000	6	June & Dec.	"	dem.	
Chicago Depot Bonds	297,758	6	May & Nov.	Chicago.	1865		Elmira and Williamsport:						
" 2d	29,420	8	May & Nov.	"	1865		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	100
Itasca and Steubenville:							Wilmington and Manchester:						
Mortgage	800,000	7	Feb. & Aug.	New York.	1865		1st Mortgage	596,000	7	May & Nov.	New York.	1865	69 1/2
Madison and Watertown:							2d Mortgage	200,000	7	"	"	1872	
Mortgage	1,000,000	7	June & Dec.	New York.	64-74		Wilmington and Weldon:						
Shenandoah and Chicago:							Mortgage, payable in England	448,555	6	Jan. & July.	London.	1863	
1st Mortgage	1,200,000				1875		Sterling, issued in 1858	144,500	6	"	"	1868	
							Company's endorsed by State.	150,000	6	"	"	1873	

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not ascertained." Land-Grant Railroads are in *italics*.

Year ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.																				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.																				
						Passenger.	Freight, etc.		Railroad and appurtenances.	Rolling-Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Gross.				Net.																				
																				No.	No.	\$	\$	\$	\$	\$	\$	\$	\$										
M.	M.	M.	M.	No.	No.	No.													P. c.	Price of shares.																			
MAINE.																																							
30 Nov. '62	56.0	—	—	—	6	4	74	Androscooggin	1,050,000	—	—	151,833	444,638	205,584	757,381	36.5	76,344	79,761	43,451	—	—																		
30 Jun. '62	149.0	—	25.0	—	41	17	349	Atlantic and St. Lawrence	6,788,206	867,734	—	2,494,900	3,068,491	—	7,983,476	149.0	oper. by	Gd. Tr.	—	45																			
30 Sep. '61	63.0	9.5	8.0	—	12	11	120	Kennebec and Portland	2,871,284	—	—	1,287,779	—	271,148	2,990,998	109.5	139,953	172,113	91,437	—	—																		
31 May, '66	99.7	9.5	—	—	13	20	231	Maine Central	4,211,878	—	21,925	1,050,860	3,068,491	139,252	4,269,303	109.2	186,240	323,032	174,028	—	—																		
31 May, '64	51.3	—	—	—	10	4	109	Portland, Saco and Portsmouth	1,500,000	—	100,000	1,500,000	—	—	1,649,414	51.3	164,991	350,863	188,121	6	105 1/2																		
31 May, '66	37.0	—	—	—	—	—	—	Bowdoin and Kennebec	783,763	—	—	169,200	556,600	—	—	—	37.0	65,403	25,404	—	—																		
MARYLAND.																																							
30 Sep. '62	279.6	7.2	—	—	225	100	3,000	Baltimore and Ohio	21,324,873	3,021,755	3,990,254	16,151,962	10,781,833	630,555	33,673,544	298.8	1,933,760	4,481,859	3,054,653	6	110																		
30 Sep. '62	30.0	—	—	—	7	38	167	Washington Branch	1,650,000	—	—	1,650,000	—	—	2,332,282	30.0	—	778,417	628,589	9	127 1/2																		
31 Dec. '62	138.0	4.0	16.4	—	53	29	1,818	Northern Central	7,916,244	774,508	501,395	2,260,000	4,850,000	—	10,346,232	261.0	1,012,090	2,307,448	620,681	6	54																		
MASSACHUSETTS.																																							
30 Nov. '62	26.7	1.8	43.6	—	22	40	616	Boston and Lowell	2,245,245	183,345	—	1,830,000	440,000	5,629	2,275,629	70.9	372,053	503,718	167,051	6	108																		
30 Nov. '62	74.3	8.8	51.1	—	36	74	635	Boston and Maine	4,880,349	446,557	496,903	4,076,974	—	—	4,076,974	119.3	649,382	1,018,326	492,656	8	119 1/2																		
30 Nov. '62	47.0	7.0	32.6	—	25	41	238	Boston and Providence	2,952,600	207,400	—	3,160,000	87,720	—	3,247,720	61.8	428,301	863,727	397,729	8	130 1/2																		
30 Nov. '62	44.8	24.0	60.1	—	30	68	313	Boston and Worcester	2,062,594	437,418	100,000	4,500,000	—	—	4,500,000	83.6	573,514	1,202,664	488,357	9	134																		
30 Nov. '62	46.0	1.1	2.7	—	7	15	102	Cape Cod Branch (par 60)	907,760	123,855	—	681,666	121,000	—	1,087,722	47.1	77,038	130,058	69,191	6	70																		
30 Nov. '62	50.0	2.4	9.5	—	12	19	164	Connecticut River	1,614,375	187,568	—	1,591,100	250,000	—	1,843,286	52.4	169,351	344,194	168,008	6	105 1/2																		
30 Nov. '62	44.2	30.5	27.5	—	29	71	424	Eastern	4,007,238	315,165	264,102	3,000,000	1,837,600	55,500	4,894,100	89.0	477,753	812,556	390,594	6	100																		
30 Nov. '62	50.9	42.5	74.8	—	25	67	497	Fitchburg	3,189,851	360,149	—	3,540,000	—	—	3,874,507	93.4	389,738	732,262	328,435	8	112																		
30 Nov. '62	12.4	—	—	—	2	4	26	Lowell and Lawrence	532,885	80,275	—	200,000	75,000	—	367,496	—	—	21,780	21,776	6	—																		
30 Nov. '62	14.5	—	—	—	10	17	304	Nashua and Lowell	558,919	95,684	—	600,000	—	—	704,336	71.0	167,154	223,794	59,077	8	127 1/2																		
30 Nov. '62	20.1	1.6	1.2	—	6	16	69	New Bedford and Taunton	400,160	52,518	14,000	500,000	285,000	—	785,500	36.7	41,996	164,207	54,797	6	102 1/2																		
30 Nov. '62	33.0	—	—	—	4	6	19	N. York and Boston Air Line	1,079,387	49,222	—	357,155	692,900	—	2,245,562	33.0	67,883	53,233	—	10	—																		
30 Nov. '62	79.5	7.9	20.5	—	25	64	505	Old Colony and Fall River	3,179,661	254,508	—	3,015,100	416,000	339,915	3,771,015	102.1	436,407	722,065	411,544	7	110 1/2																		
30 Nov. '62	43.4	1.0	14.9	—	18	16	368	Providence and Worcester	1,409,228	213,182	—	1,650,000	26,000	—	1,876,000	44.4	226,461	384,412	169,146	8	140 1/2																		
30 Nov. '62	16.9	—	—	—	3	4	197	Salem and Lowell	381,470	82,543	—	243,305	226,900	1,386	471,692	—	—	17,520	17,520	1	110																		
30 Nov. '62	11.1	0.6	1.2	—	3	11	72	Taunton Branch	273,429	39,737	—	250,000	—	—	298,962	11.7	51,675	105,405	33,698	8	116																		
30 Nov. '62	6.1	—	—	—	36.5	—	—	Troy and Greenfield	1,903,250	—	—	923,942	979,808	—	1,903,250	—	—	—	—	40	—																		
30 Nov. '62	69.3	8.0	5.5	—	10	13	179	Vermont and Massachusetts	3,309,557	207,343	—	2,214,225	925,760	—	3,821,695	77.3	112,506	271,815	140,186	—	—																		
30 Nov. '62	156.1	17.3	126.6	—	73	63	1,179	Western (incl. Alb. & W.S. etc.)	10,167,143	1,096,712	—	5,150,000	6,267,520	—	4,746,04	218.0	1,275,928	2,439,538	1,232,831	10	140																		
30 Nov. '62	45.7	—	9.9	—	10	12	146	Worcester & Nashua (par 83)	1,116,597	116,000	—	1,141,000	103,700	39,891	1,378,159	45.7	188,647	251,024	132,153	6	95																		
NEW HAMPSHIRE.																																							
31 Mar. '63	93.5	—	5.6	—	14	10	232	Boston, Concord and Montreal	2,350,000	—	—	1,800,000	1,050,000	—	2,992,686	93.5	—	247,279	124,406	—	62 1/2																		
30 Nov. '62	63.6	—	—	—	18	16	246	Cheshire	2,175,846	322,238	—	2,085,925	686,100	—	2,969,851	63.6	338,025	352,183	130,645	2	—																		
31 Mar. '63	34.5	—	—	—	21	22	494	Concord (par 50)	1,500,000	—	—	1,500,000	—	—	1,564,506	61.3	—	470,078	126,286	7	65																		
31 Mar. '63	29.3	—	—	—	1	2	—	Manchester and Lawrence	1,065,245	—	—	1,000,000	12,300	20,904	operated by Concord R. R.	—	—	83,524	—	7	110																		
31 Mar. '63	29.2	—	—	—	2	4	40	Merrimack and Conn. Rivers	695,258	—	—	595,588	568,000	—	—	—	37,791	11,913	—	—																			
31 Mar. '63	69.2	13.0	12.5	—	24	14	424	Northern New Hampshire	3,068,400	—	—	3,068,400	220,700	59,114	3,248,214	62.0	—	366,846	155,718	4	82 1/2																		
30 Apr. '63	24.7	—	—	—	5	2	50	Sullivan	1,480,738	—	—	500,000	750,000	277,210	—	24.7	—	81,121	13,183	—	—																		
NEW JERSEY.																																							
31 Dec. '62	64.2	—	8.1	—	—	—	—	Belvidere Delaware	3,170,126	—	—	997,862	2,089,500	173,982	3,261,344	76.0	—	259,921	113,533	—	—																		
31 Dec. '62	63.9	—	—	—	—	—	—	Camden and Amboy	6,070,233	—	3,971,080	5,009,200	8,620,171	—	12,020	—	3,040,148	1,728,548	—	10	135																		
31 Dec. '62	60.2	—	—	—	—	—	—	Camden and Atlantic	1,337,386	—	—	1,000,553	1,037,376	117,095	2,155,024	60.2	—	144,386	5,128	15	—																		
31 Dec. '62	64.0	—	48.0	—	100	51	29	Central of New Jersey	5,901,676	773,000	609,636	4,620,180	2,000,000	—	7,708,800	64.0	812,041	1,941,276	1,127,244	10	175																		
31 Dec. '62	53.0	—	—	—	46.5	11	15	91	Morris and Essex	1,674,061	—	57,000	1,167,800	340,000	87,080	1,949,625	53.0	—	238,587	103,615	7	116																	
31 Dec. '62	33.6	—	—	—	—	—	—	New Jersey	3,640,516	448,573	1,461,396	4,397,800	642,500	400,017	5,739,574	63.8	—	1,286,600	694,914	10	158																		
31 Dec. '62	21.3	—	—	—	2	6	17	Northern New Jersey	425,297	—	—	166,850	204,200	77,798	438,798	21.2	—	90,618	29,592	170	—																		
31 Dec. '62	24.0	—	—	—	—	—	—	Raritan and Delaware Bay	2,450,417	—	—	1,203,553	1,250,000	145,608	2,697,161	—	[2 mos.]	10,688	24,242	65	—																		
31 Dec. '62	24.0	—	—	—	—	—	—	Warren	1,907,750	—	—	1,307,750	600,000	—	1,907,750	24.0	—	239,889	164,908	64	163																		
31 Dec. '62	38.5	—	—	—	47	—	—	West Jersey	1,821,964	—	—	531,893	212,506	31,748	621,984	—	82,938	90,122	43,623	—	—																		
NEW YORK.																																							
30 Sep. '63	35.0	—	1.0	105.0	3	6	38	Albany & Susquehanna	1,192,179	64,558	—	678,670	120,000	34,838	1,257,067	—	—	329,223	176,095	—	—																		
31 Dec. '62	48.9	—	2.1	—	8	8	140	Atlantic and Great Western	2,587,725	—	—	908,993	1,587,635	—	2,587,725	48.9	—	—	—	—	—																		
30 Sep. '63	142.0	—	13.0	—	28	41	309	Buffalo, New York and Erie	3,389,088	—	—	850,000	2,395,000	1,070	3,369,088	140.3	618,820	1,134,256	311,213	5	108 1/2																		
30 Sep. '63	68.3	—	14.5	—	32	37	800	Buffalo and State Line	2,269,938	515,578	149,000	2,017,750	1,149,000	—	3,6																								

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies nil. Running dots (....) signify "not ascertained." Land-Grant Railroads are in "Italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Trunk and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.					Liabilities.					Gross.	Net.	Dividends.	Price of shares.	
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Invested in foreign works.	Share Capital paid in.	Bonded and Mortgage Debt.	Floating Debt.	Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.						
	M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.			
PENNSYLVANIA.																							
31 Dec. '73	63.0	25.0	11.0	10.0	23	6	406	Atlantic and Great Western	5,634,039			1,763,506	3,855,000		5,634,039	100.0		300,216	171,236				
31 Dec. '73	24.0				19	3	1,303	Beaver Meadow	1,961,230	400,500		1,961,230	1,000		1,961,230	24.0		58,219	34,761	23	75		
31 Dec. '73	65.0		6.0		11	8	359	Catawissa	3,634,000			5,500,000	294,000	3,868,380	3,852,380	140.0		828,613	308,567	11	114		
31 Dec. '73	52.0		4.5	4.0	12	5	66	Cumberland Valley	1,131,037			566,900	270,000		16,481	1,243,381	152.0		165,712	276,338	8	10	
31 Oct. '73	110.7	2.8	47.2		74	20	1,839	Del., Lackawanna and West'n	7,015,294	210,583		5,698,250	4,571,000	1,006,951	13,276,201	202.0	1,409,404	1,757,070	8	143	150		
31 Oct. '73	35.3	1.1	3.2		7	4	65	East Pennsylvania	1,61,480		104,941	604,190	598,400		1,212,590	34.9	151,820	238,243	130,163				
31 Dec. '73	78.0		8.5		16	3	647	Elmira and Williamsport	2,983,807			1,000,000	1,000,000	Leas'd to North'n Cen.	190,900		384,790	110,360			20		
31 Dec. '73	18.6		4.6					Erie and Northeast	700,000			600,000	400,000		1,000,000	13.6	144,811	423,358	160,268	10			
31 Dec. '73	38.9	15.6	17.0					Harrisburg and Lancaster	1,882,560			1,182,560	700,000		1,882,560	55.6	oper. by Penn. R.R. Co.			7	614		
31 Oct. '73	32.0		1.3	44.3	8	3	10	Hempfield	1,616,500	41,340		1,899,465	400,000	100,000	2,400,569	32.3	27,000	37,047	4,163				
31 Oct. '73	31.3	14.5	10.5		14	2	100	Huntingdon and Broad Top	1,927,246			922,246	1,325,992	223,090	2,174,427	54.0	143,578	259,529	101,670		30		
31 Dec. '73	81.0		17.0		16	2	1,068	Lackawanna and Bloomsburg	2,895,846			710,000	1,929,065	68,832	3,207,993	80.0	335,700	478,113	243,889				
31 Oct. '73	46.0	34.0	82.0		19	12	1,204	Lehigh Valley	3,622,008	869,222		2,297,250	1,465,000	54,127	5,820,377	88.0	384,844	1,320,058	774,474	10	724		
31 Oct. '73	28.3	5.5	8.0		10			Little Schuylkill	1,371,888			2,616,100	900,000	62,227	3,658,327	(Phila. & Reading R.R.)	319,162	368,367	89,991	8	574		
31 Oct. '73	24.5	103.0	65.3		31			Mine Hill and Schuylk. Haven	3,811,613			4,132,935			4,132,935	100.0	319,162	368,367	89,991	8	574		
30 Nov. '73	56.6	13.2	10.5		17	27	613	North Pennsylvania	5,453,709	404,754		3,147,750	3,104,287		6,252,037	68.8	274,990	511,496	273,391	7	36		
31 Dec. '73	200.8	66.1	319.0		300	173	4,926	Pennsylvania	27,633,576	3,335,315	5,004,310	19,807,000	16,634,540		4,520,366	336.6	5,846,778	1,720,637	1,056,112	10	60		
31 Dec. '73	17.0	7.0	42.0		17	1	41	Phila., Germant'n & Norrist'n	1,131,010			1,287,200	405,000		1,672,200	24.0	244,426	384,439	179,659	9	68		
31 Dec. '73	230.0		25.0		63	30	534	Phila. and (Saubury) & Norrist'n	235,439			5,010,944	3,528,000	80,151	13,610,095	230.0	428,759	694,500	168,488	4	20		
30 Nov. '73	147.1	51.1	211.3		66	67	4,340	Philadelphia and Reading	31,124,422	7,665,774	579,345	3,211,528	10,697,328		6,613,828	413.0	2,721,658	6,252,022	3,068,900	7	55		
31 Oct. '73	23.2		1.9					Philadelphia and Trenton	613,822			969,200	250,000		1,240,200	23.2	137,074	614,050	338,648	10	145		
31 Dec. '73	95.9		51.4		26	93	828	Phila., Wilmington and Balt.	8,74,600		351,129	4,600,000	1,017,500		8,477,100	200.5	647,029	2,540,248	1,602,119	10	694		
31 Dec. '73	69.5		7.2	89.5	12	11	11	Pittsburg and Connellsville	2,277,416	163,004		1,770,416	1,500,000	69,233	3,066,877	72.0	256,170	315,723	101,666		12		
31 Dec. '73	468.3		73.8		140	10	1,550	Pittsburg, Ft. Wayne & Chicago	18,191,294			6,164,532	12,986,176		19,937,741	468.3	3,472,914	5,182,984	2,108,623		924		
31 Dec. '73	28.0		6.2		5	1	434	Shamokin Valley & Pottsville	1,178,773	112,824		600,000	791,590	Leas'd to North'n Cen.	40,476		144,718	87,112	10	40			
31 Oct. '73	29.6		3.1		5	4	186	Tioga	780,957	106,553		367,300	396,600	65,203	882,909	29.6	75,318	129,693	59,970	7	43		
RHODE ISLAND.																							
31 Aug. '73	60.0		2.0		12	17	103	N. Y., Providence and Boston	2,158,000			1,506,000	258,500				62.0	297,700	421,757	199,155	6	120	
30 Nov. '73	13.6		0.5		4	3	7	Providence, Warren & Bristol	421,943		13,299	4,717	8,500				13.6	24,916	31,702	9,718			
SOUTH CAROLINA.																							
31 Dec. '73	58.9				47.4	4	3	21	Charleston and Savannah	801,615	84,372	250,000	706,265	195,266	197,305	1,099,838	51.9		263,265	161,636	6		
31 Dec. '73	109.6				13	9	176	Charlotte and South Carolina	1,719,045			1,201,000	584,000				109.6		263,265	161,636	6		
1 Jan. '79	143.2	21.3						Greenville and Columbia	2,439,769		824,161	1,429,008	1,145,000	345,540				143.2	341,190	123,871			
23 Feb. '79	102.0							North-Eastern	2,011,662			985,743	1,026,919					102.0	250,014	90,148			
31 Dec. '80	136.0	106.0			62	60	790	South Carolina					2,643,838					136.0	1,409,636	701,943	7		
TENNESSEE.																							
30 Sep. '76	47.6				12	10	171	Central Southern (Tenn.)	1,021,439	58,133		505,214	514,000	99,110	1,187,707	47.6		29,967	19,197				
1859.....	30.0		1.8		10	10	128	East Tennessee and Georgia	3,837,867			1,259,678	2,020,000	200,000				30.0	318,718	187,466			
1859.....	140.0		8.0		10	10	128	East Tennessee and Georgia	2,310,633	156,264		529,654	1,902,000	390,407				140.0	150,142	297,806	149,167		
1859.....	271.6	10.4	20.0		43	37	687	Memphis and Charleston	3,869,578	878,069	129,384	3,869,549	2,659,000	260,112	7,627,797	291.0		1,685,090	878,597				
1859.....	271.6	10.4	20.0		3.9	9	242	Memphis and Ohio	2,258,267	141,144		570,000	1,361,000	145,000									
1859.....	100.0		30.6		56.5			Memphis, Clarksville & Louisv.	2,000,000	100,500		798,721	740,000										
1859.....	59.0		40.1		7	5	119	Mississippi and Tennessee	1,837,400			798,285	554,949	219,518				59.0	69,870	177,256	60,029		
1859.....	47.4		2.3		4	5	46	Mississippi Central and Tenn.	892,710	82,908		317,447	632,500	22,369				47.4	54,176	83,129	44,066		
1859.....	24.2		7.0		12	2	81	McMinnville and Manchester	533,507	56,816		144,894	408,000	5,000				24.2	80,005	23,908	13,892		
30 Nov. '76	149.7	44.0	7.9		26	17	319	Nashville and Manchester	3,632,882			2,056,544	1,731,000					149.7	734,118	837,384	5		
1859.....								Nashville and North-western															
1860.....	45.8		4.2	11.7	5	3	32	Tennessee and Alabama	76,016	76,016		595,922	860,000	204,544				45.8	57,550	127,953	87,243		
1859.....	30.0		0.6	8.0				Winchester and Alabama				216,982	413,000	408,477				30.0	1,248				
TEXAS, (all aided by State).																							
31 Dec. '73	22.0				153.0			Buffalo Bayou, Braz. & Col'do										22.0					
31 Dec. '73	66.0				184.0			Galveston, Houston & Henderson										66.0					
31 Dec. '73	70.0		1.5	75.0	2	1	40	Houston and Brazoria	1,250,000			276,000	240,000	171,560				70.0	81,300	32,670			
1 May '79	70.0		6.0	280.0	7	5	124	Houston and Texas Central	4,232,845			455,000	975,000	369,000				70.0	102,200	282,846	196,568		
31 Dec. '79	25.0				110.0			San Antonio & Mexican Gulf										25.0					
VERMONT.																							
31 May '74	110.3		6.6		9	13	202	Connect. & Passumpsic Rivers	2,842,741			1,650,000	800,000		3,056,338	90.7	139,877	308,870	167,430				
31 Aug. '73	119.6		18.0		26	25	568	Rutland and Burlington	3,991,705	556,275		2,223,376	3,257,471	895,219	6,386,166	119.6	449,551	423,027	112,163				
31 Aug. '73	62.5	2.0	4.9		10	9	240	Rutland and Washington	960,000	256,983		1,097,000			1,206,683	62.5	138,761	185,474	67,786				
31 Aug. '73	117.0	2.0	21.0		42	46	841	Vermont Central	3,402,055			5,000,000	3,500,000	1,500,000	10,000,000	117.0	833,269	941,016	282,887				
31 May. '73	47.0	8.5	4.1	8.7				Vermont and Canada	1,687,500			1,687,500			1,687,500	oper. by Vt. Central				8	100		
30 Jun. '73	23.7		0.9		4	6	39	Vermont Valley	1,212,274	69,512		516,164	793,200		1,301,886	23.7	48,995	61,267					

PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Agricultural Branch, (guar.)	900,000	6	6	---
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---
Berkshire (guarantied)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	800,000	6	704	---
" " (new pref.)	844,000	6	---	---
Buffalo, N. Y. & Erie, (guarantied)	850,000	7	---	---
Camden & Atlantic (preferred)	620,800	7	---	---
Catawba, (preferred)	1,150,000	7	21	---
Chemung (guarantied)	850,000	7	28	---
Cayuga & Susquehanna (guarant.)	343,500	---	---	---
Cheshire (preferred)	2,017,925	---	---	---
Chicago & Alton (preferred)	2,432,500	7	50	---
Chicago & Northwestern (pref.)	2,400,000	7	92	---
Coecheba (preferred)	177,760	8	62	---
Ct. & Passumpsic Rivers, (pref.)	1,145,200	10	70	---
Cumberland Valley (1st preferred)	241,900	8	---	---
" " (2d preferred)	243,000	8	---	---
Detroit & Milwaukee (preferred)	1,500,000	---	---	---
Dubuque & Sioux City (preferred)	1,987,114	7	34	---
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---
Elmira & William port (pr. ferred)	500,000	---	---	---
Erie (preferred)	8,635,700	7	89	---
Hannibal & St. Joseph (preferred)	6,233,856	7	42	---
Harrisburg & Lancaster (guar.)	1,182,100	7	---	---
Houston (preferred)	1,180,000	8	104	---
Indianapolis & Madison (pref.)	407,900	8	---	---
Kennebec & Portland (preferred)	872,000	7	---	---
Lackawanna & Bloomsburg (pref.)	600,000	7	---	---
Marquette & Cincinnati (1st pref.)	5,105,334	7	3	---
" " (2d pref.)	3,424,162	7	3	---
Michigan S. & N. Indiana (guar.)	2,583,000	10	140	---
Mt. & Prairie du Chien (1st pref.)	1,051,000	8	115	---
" " (2d pref.)	1,014,000	7	82	---
Milwaukee & St. Paul (preferred)	2,256,000	7	82	---
New Haven & Northampton (guar.)	1,010,000	4	---	---
New York & Harlem (preferred)	1,500,000	8	---	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	---	---
Paterson & Hudson (guarantied)	630,000	---	---	---
Paterson & Ramapo (guarantied)	248,000	---	---	---
Peoria & Bureau Valley (guar.)	1,300,000	---	---	---
Philadelphia & Reading (pref.)	1,551,500	7	---	---
Philadelphia & Trenton (guar.)	1,000,000	---	---	---
Pitts. Ft. Wayne & Chicago (pref.)	2,000,000	7	89	---
Pittsfield & North Adams (guar.)	450,000	6	100	---
Port, Saco & Portsmouth (pref.)	1,500,000	6	---	---
Rutland & Burlington (preferred)	382,700	8	---	---
" " (preferred)	608,176	8	---	---
St. L. Alton & Terre Haute (pref.)	1,700,000	6	70	---
Toledo & Wabash (preferred)	932,900	7	69	---
Troy & Greenbush (guarantied)	274,400	6	52	---
Vermont & Canada, (guarantied)	1,900,000	8	---	---
Warren (guarantied)	1,307,750	7	---	---
White Mountains (guarantied)	200,000	5	---	---
Wrightav. Y. & Gettysburg (guar.)	317,050	2	2	---

CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable		Market Price.
			Principal	Payable	
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6	J. & J.	1896	99
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6	Qtrly.	1870	---
" " sterling	4,875,000	5	---	1890	---
Preferred bonds	1,700,000	6	---	19	---
Bonds guar. by Virginia	200,000	6	---	19	---
Delaware Division:					
1st Mortgage	800,000	6	J. & J.	1878	99
Delaware & Hudson:					
1st Mortgage	600,000	6	J. & D.	1885	110
2d Mortgage	500,000	6	M. & S.	1870	---
Delaware & Raritan:					
See Camden & Amb RR.					
Erie and Penn.:					
1st Mortgage	752,000	7	J. & J.	1865	---
Interest Certificates	101,990	6	---	1868	---
Lehigh Navigation:					
1st Mortgage	2,786,682	6	M. & S.	1870	98
Monongahela Navigation:					
1st Mortgage	125,000	6	J. & J.	1863	---
2d Mortgage	57,000	6	---	1866	---
Morris:					
1st Mortgage	463,500	6	A. & O.	1876	100
2d Mortgage	294,750	6	---	97	---
North Branch:					
1st Mortgage	500,000	6	M. & N.	1876	40
Behaykill Navigation:					
1st Mortgage	1,764,550	6	M. & S.	1872	90
2d Mortgage	3,980,670	6	J. & J.	1882	80
Improvement	848,500	6	M. & N.	1876	34
Susquehanna & Tide Water:					
Maryland Sterling Loan	516,000	6	J. & J.	1865	---
Med. sig. loan converted	200,370	6	---	1865	---
Mortgage bonds	963,000	6	---	1878	55
Preferred Interest b'ds.	237,599	6	---	1878	27
Union, (Pa.)					
1st Mortgage	2,500,000	6	M. & N.	1883	34
West Branch & Susquehanna:					
1st Mortgage, s'k g'und	440,000	6	J. & J.	1874	78
Wyoming Valley:					
1st Mortgage	640,000	6	J. & J.	1876	100

CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,568	p.c.	70
Chesapeake and Ohio	100	8,224,463	---	---
Delaware Division	100	1,632,350	35	---
Delaware and Hudson	100	7,500,000	10	160
Delaware and Raritan	100	2,288,400	10	---
Erie of Pennsylvania	50	58,000	---	---
Illinois and Michigan	---	---	---	---
Lehigh Navigation	50	2,479,650	6	66
" (scrip)	50	1,808,000	6	---
Monongahela Navigation	50	728,500	3	---
Morris, (consolidated)	100	1,025,000	5	90
" (preferred)	100	1,175,000	10	126
North Branch	100	---	---	---
Sault Ste Marie	100	1,932,457	27	---
Behaykill Navigation (consolid.)	50	2,722,807	34	---
Susquehanna and Tide Water	50	2,048,260	14	---
Union (preferred)	50	2,750,000	3	---
West Branch and Susquehanna	100	1,000,000	6	186
Wyoming Valley	50	700,000	16	65

Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 1½ cents per lb.; Railroad, 60 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, hoop and Scroll, 1½ to 1½ cents per lb.; Pig, 99 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1, (cash)..... per ton..... @ 58	
Pig, American, No. 1..... "..... @ 52	
Bar, Swedes, assorted sizes (in gold)..... "..... @ 92 50	
Bar, English, Refined..... "..... @ 155	
Bar, English, common..... "..... @ 145	
Band, English..... "..... @ 190	
Horse Shoe..... "..... @ 185	
Rods, English..... "..... @ 160	
Hoop, English..... "..... @ 230	
Nail Rod..... per lb..... @ 14	
Sheet, Russia..... per lb..... @ 30	
Sheet, English, Single, Double and Treble..... "..... @ 11	
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2½ cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad. val.	
English, Cast..... (1st & 2d qty.)..... per lb..... @ 33	
English Spring..... (1st & 2d qty.)..... "..... @ 13	
English Blister..... (1st & 2d qty.)..... "..... @ 28	
English Machinery..... "..... @ 22	
American, Blister..... "..... @ 20	
American, Cast, Hammered..... "..... @ 34	
American, Cast, Rolled..... "..... @ 23	
American Spring..... "..... @ 20	
German..... "..... @ 21	
Milan (in bond)..... "..... @	
COPPER—Duty: Pig, Bar and Ingot, 2½; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 18 inches long and 14 inches wide, weighing 14 @ 3½ oz. per square foot, 3½ cents per lb.	
Sheathing, New..... (suits)..... per lb..... @ 65	
Sheathing, &c. Old..... (cash)..... "..... @ 41	
Sheathing, Yellow..... "..... @ 50	
Pig, Chile..... "..... @ 65	
Boils..... "..... @ 65	
Braziers..... "..... @ 65	
American Ingot..... (cash)..... "..... @ 44	
LEAD—Duty: Pig, 2¢ per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.	
Galena..... per 100 lb..... @	
Spanish..... "..... @ 13 12	
German Refined..... "..... @ 13 12	
English..... "..... @ 13 12	
Bar..... per lb..... @ 17	
Pipe and Sheet..... "..... @ 21	
TIN—Duty: Pig, Bar and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 2½ cents per lb.	
Banca..... per lb..... @ 61	
Straits..... "..... @ 55	
English..... "..... @ 51	
Plates, Charcoal I. C..... per box..... @ 18	
Plates, I. C. Coke..... "..... @ 16 50	
Terne, Coke..... "..... @ 14 25	
Terne, Charcoal..... "..... @ 17	
NAILS—Duty: Cut 1½; Wrought 2½; Horse Shoe 5 cents per lb. (cash).	
Cut, 4d. @ 6d..... (cash)..... per 100 lb. 8 @ 50	
Clinch..... (cash)..... "..... @ 50	
Horse Shoe, Forged..... (cash)..... per lb. 33 @ 38	
Wrought English..... (cash)..... "..... @ 70	
Ansable Horse, Norway Iron, Forged..... "..... @ 60	
Zinc Nails..... (6 mos)..... "..... @ 25	
INDIA RUBBER—Duty: 10 per cent. ad. val.	
Para, Fine..... per lb..... @ 1 15	
Para, Coarse and Medium..... "..... @	
Carthagena, &c..... "..... @ 72	
Guayaquil..... "..... @	
PETROLEUM—Duty: Crude, 10 cents; Refined, 30 cents per gallon.	
Crude, 40 @ 47 gravity..... "..... @ 43	
Ref'd, free, L.S. to pr. Wh. (110 @ 120 test)..... "..... @ 63	
Ref'd, in bd. L.S. to pr. Wh. (110 @ 120 test)..... "..... @ 67	
Refined, Refined, (60 @ 65 gravity)..... "..... @ 64	

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 8.
Th 2 F.3 Sat.4 M.6 T.7 W.8.

American Coal Co.	87	---	---	---
At. & Gt. W. (O) 1st m't.	100	---	---	---
Buffalo, N. Y. & E. 1M.	150	147	---	---
California 7s	34	35	35	36
Canion Co.	90	---	---	---
Central Am. Translt.	---	---	93	---
Chicago & Alton	---	---	---	---
" " pref.	---	---	---	---
" " 1M.	---	---	---	---
" " Inc. b'ds	---	---	---	---
Chicago, Burl. & Q.	---	---	---	---
" " 8 p.c.	---	---	---	---
Ohio & Northwest	34	34	33	33
" " pref.	63	63	63	63
" " 1st M.	85	84	---	---
" " 2d M.	---	---	---	---
" " S. F.	---	---	---	99
" " A. B.	---	---	---	---
" " I. B.	---	---	---	90
Chicago & Rock Isl.	95	96	95	94
" " 1st M. 70.	---	---	---	95
Clev., Col. and Cin.	77	78	78	79
Clev. and Pittsburg	77	78	78	79
" " 1 M.	---	---	---	---
" " 2 M.	---	---	---	---
" " 3 M.	---	---	---	---
" " 4 M.	---	---	---	---
Clev. and Toledo	112	---	110	---
" " S. F. 7 p.c.	---	100	---	---
Cumberland Coal, pref. 68	74	70	70	72
Del. & Hudson Canal	164	165	---	165
Del., Lack. & West.	---	---	---	---
" " 1M. 8 p.c. 71-5.107	---	---	---	---
" " 2M. 8 p.c. 81	---	---	---	---
Erie	71	71	70	68
" " pref.	---	---	90	89
" " 1 M. 7 p.c. 67	---	---	---	---
" " 2 M. 7 p.c. 79	108	---	---	---
" " 3 M. 7 p.c. 88	---	---	---	---
" " 4 M. 7 p.c. 80	160	---	---	---
" " 5 M. 7 p.c. 88	---	---	---	---
Galena and Chicago	---	---	---	---
" " 1M. 7 p.c. 82	---	---	---	---
Hann. & St. Joseph	42	---	---	---
" " pref.	---	---	---	---
" " bonds	---	---	---	---
Hudson River	112	114	113	114
" " scrip	---	---	---	---
" " 1M. 7 p.c. 69	---	---	---	---
" " 2M. S. F. 107	104	108	---	106
" " 3M. 7 p.c. 75	---	---	---	---
" " conv. bonds	---	95	---	---
Illinois Central	117	118	118	119
" " Can. b'ds.	---	---	---	---
" " bonds	---	---	---	112
Marquette & Cin. 1st pref.	---	---	---	---
" " 2d	---	---	---	---
" " 1st mort.	---	---	---	---
Mariposa Mining Co.	14	18	18	17
Michigan Central	111	110	109	100
" " S. F. 8 p.c. 82	113	---	---	---
" " conv. 8 p.c. 69	---	66	65	64
M. B. and N. I.	66	66	65	64
" " guard.	---	---	---	---
" " 1M. S. F.	---	---	---	---
" " 2 M.	92	---	---	---
Mt. and P. du Chien	42	---	---	---
" " 1st pref.	---	---	---	---
" " 2d pref.	---	---	---	---
" " 1st M.	---	---	---	---
Minnesota Mining Co.	20	---	---	---
Miss. & Mo.	---	---	---	---
" " L.G. bonds	---	---	---	---
Missouri 6s	66	65	66	67
" " iss. to H. & St. J. R.	---	---	---	---
" " Pacific	71	71	71	70
New York Central	112	113	113	109
" " 7s, 1864	---	---	---	---
" " 7s, S. F. 76	---	---	---	---
" " 7s, conv. 76	---	---	---	---
" " 6s, S. F. 83.102	---	100	101	---
" " 6s, S. F. 87	---	---	---	---
N. York & Harlem	---	---	---	---
" " pref.	---	---	---	---
" " 1M. 7 p.c. 73	---	---	---	---
" " 2M. 7 p.c. 64	---	---	---	---
" " 3M. 7 p.c. 67	---	---	---	---

New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 8.

	Th.2	F.3	Sat.4	M.6	Tu.7	W.8
FEDERAL STOCKS:						
U. S. 6s, 1871, reg.	---	---	---	---	---	---
U. S. 6s, 1871, coup.	105	---	---	---	---	---
U. S. 6s, 1874, reg.	---	---	---	---	---	---
U. S. 6s, 1874, coup.	105	---	---	---	---	---
U. S. 6s, 1868, coup.	---	---	---	---	---	---
U. S. 6s, 10-40s, coup.	97x	97x	97x	97x	97x	97x
U. S. 6s, 10-40s, reg.	---	---	---	---	---	---
U. S. 6s, 1881, reg.	110x	111	110x	111	111	111
U. S. 6s, 1881, cou.	110x	110x	110x	111	111x	---
U. S. 6s, '81, O.W.Ly.	---	---	---	---	---	---
U. S. 6s, 1881, " 4y.	---	---	---	---	---	---
U. S. 6s, 1867, reg.	120	---	130x	---	---	---
U. S. 6s, 1868, reg.	125	---	---	---	---	---
U. S. 6s, 1868, coup.	125	---	127	---	---	---
U. S. 6s, 1 year certif.	98x	---	---	---	93x	---
U. S. 6s, 5-20s, coupon	111	110x	111	111x	---	---
U. S. 6s, 5-20s, new	110	---	110	---	110x	---
U. S. 6s, " reg.	109x	---	---	---	---	---
7.30 Notes, Feb. & Aug.	---	---	---	---	---	---
" " Apr. & Oct.	---	---	---	---	---	---
American Gold	197x	198x	198x	197x	198x	---

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 7.

	W.1	Th.2	F.3	Sat.4	M.6	Tu.7
Beaver Meadow	---	---	---	---	---	---
Cattawissa	---	---	---	---	---	---
" preferred	30x	---	---	---	---	28x
Camden & Amboy	138	---	137x	---	---	135
" " 6s, '67	---	---	---	---	---	---
" " 6s, '70	---	---	---	---	---	---
" " 6s, '75	---	---	---	---	---	---
" " 6s, '83, 98x	---	---	---	---	---	---
" " 6s, '88	---	---	---	---	---	---
" mort. 6s, '89	---	10x	10x	---	---	---
Chen & Del. Canal 6s '86	---	---	---	---	---	---
Del. Div. Canal	---	---	---	---	---	---
Elmira & Wmport	---	---	---	---	---	---
" " pref.	---	---	---	---	---	---
" " 7s, 100	---	---	---	---	---	---
Harrisburg	---	---	---	---	---	---
Lehigh Navigation	---	---	---	---	---	---
" 6s	98	---	---	---	---	---
Lehigh Valley R. R.	7x	---	---	---	---	---
" 6s	99	---	---	---	---	---
Little Schuylkill R. R.	38x	---	---	---	---	38x
" 7s	---	---	---	---	---	---
Long Island	---	---	---	---	---	---
" 6s	---	---	---	---	---	---
Minehill	---	57x	---	57x	---	57x
Morris Canal	---	---	---	---	---	---
" " pref.	---	---	---	---	---	---
" " 6s, '76	---	---	---	---	---	---
North Pennsylvania	27x	---	27	---	---	27
" " 6s, 90	---	---	---	---	---	---
" " 10s	112x	---	---	---	---	---
Northern Central	---	---	---	---	---	---
Pennsylvania R. R.	62x	62	61x	61	60	60
" 1st m.	106	106	106	106	---	---
" 2d m.	---	---	---	---	100	---
Penn. State, 6s	89	---	88x	88	83	---
" " 5s, coupon	---	---	90	---	---	---
" " 6s, W. L.	100	100	100	100	---	---
Philadelphia City, 6s	92x	---	93	---	---	---
" " new, 93	95	95x	95x	96	96x	---
Philad. & Nor.	---	---	---	---	---	---
Phila. & Reading	57x	55x	57	---	56	---
" " 6s, '86	---	---	---	---	---	---
" " 6s, '70, 98	---	---	98	---	---	---
Philadelphia & Erie	---	20	---	20x	---	---
" " 6s, 100	---	---	---	---	---	---
Philad. & Sunbury, 7s	---	---	---	---	---	---
Schuylkill Navigation	27x	---	---	---	---	---
" " pref. 35	34x	34x	34x	34x	34x	34x
" " 6s, '82	---	---	---	---	---	80x
" " 6s, '76	---	---	---	---	---	---
" " 6s, '72	---	---	---	---	---	---
Sunbury and Erie, 7s	---	---	---	---	---	---
Susq. Canal	14x	---	---	---	14x	---
" " 6s, '78	---	---	---	---	---	---
Union Canal, pref.	2	---	---	---	3	---
" " 6s, '83	---	---	---	---	---	---
West Br. Canal 6s '78	---	---	---	---	---	---
Wyoming Valley Canal, 6s	---	---	---	---	---	---
" bonds	---	---	---	---	---	---
Arch street, (Horse)	15x	---	---	---	---	---
Chestnut & Wal.	---	---	---	---	---	---
Green & Coates, "	---	---	---	---	---	---
Race and Vine, "	---	---	---	---	---	---
2d and 3d streets, "	64x	---	---	---	---	---
Spruce & Pine, "	---	---	---	---	---	---

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 7.

	W.1	Th.2	F.3	Sat.4	M.6	Tu.7
Baltimore City 6s, 1875	102	---	---	---	---	---
" " 1880	---	---	---	---	---	---
" " 1870	---	---	---	---	---	---
" " 1890	103	---	---	100x	---	---
Balt. and Ohio	109x	---	---	---	110	---
" " 6s, '62	---	---	---	---	---	---
" " 6s, '67	---	---	---	---	---	---
" " 6s, '75	---	---	---	---	---	---
" " 6s, '80	---	---	---	---	---	---
" " 6s, 102x	---	---	---	---	---	---
Northern Central	---	---	---	---	---	---
" " 6s, 97	---	---	---	---	---	---
" " 6s, 97x	---	---	---	---	---	---

Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 8.

	Th.2	F.3	Sat.4	M.6	Tu.7	W.8
Boston and Lowell	---	---	---	---	---	---
Boston and Maine	120	120	120	120	120	120
Boston and Providence	128	---	---	---	---	130x
Boston and Worcester	133	134	133	123	---	134
Cheshire, pref.	50	50x	---	60	---	---
Concord	---	---	---	---	---	---
Connecticut River	---	---	---	---	---	---
Eastern, Mass.	---	101	---	100	100	---
Eastern, N. H.	---	---	---	---	---	---
Fitchburg	113x	112	---	---	112x	112
Manchester & Lowell	---	---	---	---	---	---
Michigan Central	---	---	---	---	---	---
Northern, N. H.	82	---	83	---	---	82x
Old Colony & Fall R.	---	---	---	110x	110x	---
Ph. & W. & Baltimore	68x	68x	---	68x	---	---
Port'd, Saco & Ports	---	---	---	---	---	106x
Vermont & Canada	---	101	100x	100x	---	---
Vermont & Mass.	40	---	---	---	---	---
Western	140	140	140	140	---	140
Broadway (Horse)	---	---	---	---	---	---
Cambridge	98x	---	---	97x	97x	---
Metropolitan	49x	50	50	---	---	51x
Middlesex	53	---	---	53	---	---
Central Mining Co.	---	---	---	---	---	---
Franklin	50	---	---	---	49	---
Ile Royale	---	---	---	13	---	13
National	25x	---	25x	---	---	---
Minnesota	---	---	---	---	---	---
Pewabic	51x	51x	---	51x	50	51x
Pittsburg	68x	---	---	---	70	---
Quincy	---	86x	---	---	---	---
Kockland	---	---	---	---	---	---

London Stock Exchange.

The following were the closing prices for American Securities on the 25th of February:

Maryland 6s	60	to	65
United States 6s, 1881	52x	---	52x
Do. 6s, 1874	48	---	50
Virginia State 6s	43	---	45
Do. 6 per cent.	23	---	36
Atlantic and Great Western, N. Y. sec., 1st mort., 1890, 7 per cent.	65	---	67
Do., 2d mort., 1881	60	---	62
Pennsylvania, 1st mort., 1877	67	---	69
Do., 2d mort., 1882	60	---	62
Erie shares, \$100 (all paid)	33x	---	34
Do., 7s, preference	40	---	42
Do., 7s, 1st mort., 1897	55	---	60
Do., 7s, 2d mort., 1879	55	---	60
Do., 7s, 3d mort., 1893	54	---	58
Do., 7s, 4th mort.	48	---	52
Do., 7s, 5th mort.	47	---	52
Illinois Central 6s, 1875	75	---	77
Illinois Central 7s, 1875	59	---	60
Do. do. \$100 shares, \$90 paid, dia.	43	---	42
Do. do. \$100 shares, all paid	51x	---	52x
Marletta and Cincinnati Railroad Bonds	60	---	63
Michigan Central 8s, Convertible, 1869	63	---	65
Do. S. F. 1st mort., do., '92, x. o.	60	---	63
Michigan S. and N. Indiana 7s, S. F., 1885	50	---	55
Do. do. \$100 shares	---	---	---
New York Central 6s, S. F., 1883	53	---	55
Do. do. 7s, 1864	60	---	65
Do. do. 7s, S. F., 1876	60	---	65
Do. do. 7s, Convertible, 1876	60	---	65
Do. do. \$100 shares	55	---	60
Panama, 1st mortgage 7s, 1865	99	---	100
Do. 2d mortgage 7s, 1872	99	---	101
Pennsylvania, 1st mort., 6s, Convertible	80	---	82
Do. 2d mort., 6s, do.	79	---	81
Do. \$50 shares	25	---	30
Philadelphia and Reading, \$50 shares	30	---	35

American Railroad Journal.

Saturday, March 11, 1865.

Stock Exchange and Money Market.

Those who contend that inflation of currency and advance in prices are exclusively chargeable upon a paper currency, may honestly change their opinions, if they are open to the teachings of history and experience. We have on former occasions alluded to the remarkable example of California, where with an exclusive metallic currency from the start, there has been often the greatest inflation of prices ever known on this continent; where speculations have been most rampant, bankruptcies occurring on the largest scale, and fortunes lost and won with unparalleled rapidity. The latest quotations we saw of the cost of articles in San Francisco, included the price of butter at 75 cents in specie, which has never been so high in currency even in the city of New York,

when gold brought the greatest premium. Flour also being then \$14 in gold per barrel or about \$28 in currency. Let the bullionists explain this circumstances in the best way they can.

But there is a remarkable instance in another part of the world at this very moment, even more surprising, though the cause is well understood. Ever since the war, Great Britain has stimulated the production of cotton in its East Indian dependencies. The Presidency of Bombay has been a large gainer by this policy. A perfect deluge of gold and silver has poured upon it. Before the war in 1860, and '61, its import of bullion amounted to about six and a half millions sterling annually, and not always that, while for the succeeding years the amount has been in the total, sixty millions sterling or three hundred millions of dollars. All this has gone into a single city. The consequence is that prices have advanced upwards of 200 per cent. Even the Parsee and Hindoo tradesmen speak with contempt of a lac of rupees or \$50,000. Speculation is on the rampage. Clerks in houses previously earning but \$150 a year, have been known by daring ventures in cotton to amass, as in the instance of a Hindoo now the partner in a native house, the enormous sum of ten millions of dollars. Large numbers of cases are known of capitals being increased to five millions from very small beginnings. The middle men or brokers who act between the growers and the purchasers of cotton get rich on commissions and options. Crowds of village peasants are seen in the country towns, sitting in groups and receiving sums of 30 and 40,000 rupees for their growing crops. Real estate is in demand at almost incredible prices. The cost of a foot square of ground in the commercial portion of Bombay is from \$150 to \$300. All kinds of stock companies are proposed. At the latest advices, there were 30 new companies of the largest dimensions recently projected about to go into operation in the city of Bombay, and every day adds to the number, while an impulse of improvement is leading to gigantic changes in wharves, roads, public and private buildings, hotels, universities and hospitals. But while some classes are thus getting "rich beyond the dreams of avarice," a very large number are sinking into poverty and distress. It is impossible for a married man to live in Bombay for less than \$5,000 a year. Families are breaking up and separating, finding their previous fixed incomes inadequate to their maintenance. Officers in the army of the rank of Captain cannot afford to have meat on their tables but once a week. In short the gold inflation in this dependency is greater than that we have yet experienced in New York at any time during the war, from the increase of paper money. And yet it has all grown out of a plethora of the precious metals. Certainly the facts which we have thus collected from the best and latest authorities are a complete refutation of the doctrine that paper is the exclusive cause of inflation, and that everything commercial or financial is safest and steadiest in value and price when the precious metals are the standard and current medium of exchange. So that if we had as much gold and silver afloat as we have paper we should be even worse off than we are now, for there is a contractile power in paper which is adjustable to circumstances, but gold remains whether for good or for evil.

We notice that our opinion that our victories have had an effect on the gold market has been dissented from by a cotemporary in Philadelphia, who seeks the explanation in different causes. We confess we do not see any reason to change it notwithstanding, for the amount of paper money afloat has not yet diminished, while gold has fallen very heavily. The reason is that each success of our army and navy brings the war nearer to its close; with its close will come retrenchment, with retrenchment will come the certain application of our revenue to redemption, and with redemption paper money will appreciate and become the equivalent of specie as was in other periods. We think we may safely say that we were fully sustained both by our own logic, and "the logic of events." Connected with this subject, intimately indeed connected, is the fact that every where our wisest and most practical financiers accept the system which has so far prevailed as the only one which could have been adopted, or carried us through this war as it has. Our opinions frequently and conscientiously expressed have been affirmed by friends well known in the financial world, and now we have the pleasure of quoting a published letter from Thomas W. Olcott, Esq., President of the Mechanics and Farmers Bank of Albany commenting upon the remarks of Goldwin Smith, on the finances of the country. Mr. Olcott's name is honored wherever it is known, and is synonymous with probity, experience and ability. There have been times in his financial career when the credit of the State of New York, at home and abroad, has owed its stability to his interference and aid, and when he gives his opinion it is of value. He writes:

"I cannot bring my mind to believe that the legal tender act is the root of all our difficulties. The true and only cause of all our woes is the rebellion, and this legal tender act was an unavoidable incident of that paramount and controlling calamity. Its effects we all know, and its necessity we all deplore; but, as a choice of evils, I cannot doubt the wisdom of the enactment. It favors debtors we all know, and it favored the creation of the mighty national debt, essential to the successful prosecution of the war, and it averted, not the failure of a few wild-cat banks only, but of every bank in the country, with every individual and firm and corporation doing business upon credit. But for that act, it is my belief that we should have had universal bankruptcy, national and individual. How strange to suppose that we could have floated three thousand millions of debt upon our insignificant supply of coin. It is both a financial and physical impossibility. There is not coin in America, North and South, and all Europe combined, to meet the demand of our war—a war compared with which European wars are as pigmies to a mountain. And our friend Goldwin Smith excuses England for a like grave offence upon the feeble ground of having to send abroad to pay her little army comparatively insignificant sums of gold!"

We must read and digest the rebellion first, and Adam Smith afterward. It is true, as Goldwin Smith stated, that real estate did not at first rise in price like other articles, nor has it to this day advanced at all in price—and this is a remarkable fact."

We may certainly be allowed to remind our readers, that we have previously replied to the strictures of Goldwin Smith almost in the same language, and we are confirmed by this letter of Mr. Olcott in our convictions that our views were correct. We dare also repeat another opinion recently expressed, that the financial position of the country is not only a strong one, but perfectly

within the control of an able Secretary of the Treasury, as we hope shall find Mr. McCulloch to be.

The war near its close, the revenues ample, and retrenchment sure to begin, the monetary affairs of this country will be manageable as easily as those of a Wall street bank, and this is precisely what Mr. Pierpont of this city asserted in his able speech on Monday last in Union Square. There is no doubt of this fact. The present revenues of the country, willingly furnished by the people, who to the astonishment of English writers voluntarily hurry to the tax collectors to anticipate their payments, are ample to extinguish the National debt within a few years, while the values of the country during the next decade being sure to double at the present rate of progress, will in the same ratio diminish by one half the pressure of our burdens upon present individual means. The plough we have put our hands to is going through the furrows with perfect success, and we need not look back.

It is a source of extreme satisfaction to all those of us who entertain these views, that Government securities are appreciating so steadily at home and abroad. And we owe our thanks to those parties who are so active in bringing them to the knowledge of the people themselves. To them we owe much of the present popularity of the 7-30's, which for a time languished, and were but little sought for. The enlisting of intelligent agencies, by the great contractors as they would be called in Europe, Jay Cooke & Co., has been of essential service. As an army could not well be got together without recruiting stations, so subscriptions to the 7-30's could not be expected in the enormous sums which now swell the subscriptions, if they had not been placed within the convenient reach of the masses, of the small economists and investors as well as the millionaires. The system of Jay Cooke & Co., founded in wisdom has been crowned with eminent success. Since the 1st of February the amount obtained by them is \$95,152,600, and there remain unsubscribed but \$72,000,000.

We observe that the foreign imports for January, 1865, at this port as compared with those of the same month in 1864, are less by almost one half being a little more than ten millions of dollars. The exports for the first seven months of the same years are equally favorable to the country in their results. The domestic produce exported amount, ed during the same period to the value of \$132,492,658, against \$87,899,942 the previous year. There was a falling off in the shipments of specie the same time, as appears by the difference between \$34,581,178, and \$24,848,353, this last sum being for the 7 months ending January, 1865, since which period the shipments have been on a reduced scale. It is well also to note how the price of gold has fallen. Last July it stood at 294, and now it is 195. The total exports of specie in December last were \$6,104,177, in January they were but \$3,184,853, and in February but \$612,671!! The amount of gold received since the 1st of July last at the New York Custom House was \$34,576,193, and the interest paid in the same time on the public debt was but \$20,655,170, thus demonstrating the perfect certainty of the ability of the Government to meet all its engagements of this character.

It is no wonder then that Government securities maintain their place in the market. The quotations are tending upwards, and it appears from our foreign exchanges of the 23d ult., that an improvement had taken place, even in London of from 2 to 2½ per cent. in the 5-20's. A London journal complains, that the Frankfort bankers seem to have particular facilities for learning the value and character of American securities. We might explain this very readily. This JOURNAL, which it must be admitted contains not only the most regular but the fullest accounts of all American securities, these being a specialty in its arrangements, is largely read and closely studied in the most prominent banking houses on the continent, a circumstance peculiar to its circulation. Every week these bankers are thoroughly posted with every fact arising in relation to our financial condition; they have been thoroughly informed of the character and extent of our resources, and are sufficiently advised of all the political movements of the country which are likely to affect its pecuniary affairs. These parties are indeed being removed from the immediate influences of cliques and combinations, yet having all the material facts before them, perhaps better and cooler judges of our financial ability than we are ourselves. We are not surprised therefore, to hear of further orders by the last steamers. The British capitalists are beginning to comprehend that they have lost a very great opportunity themselves, from having consulted their prejudices in this matter rather than their unbiassed judgment.

The rates at which these various National securities sell in this market, will be found in their usual place.

There has been a disposition during the past week to press the sale of railway shares, while on the other hand, railway bonds are scarce, and are held with great steadiness. We think those persons who fear that a contraction in the currency and an early return to specie payments are likely to break the present prices of the shares, deceive themselves. We believe that this state of things would materially benefit the companies, for while their receipts would be the same, their expenses on a specie basis would be reduced one half. And here we would offer one word of excuse for the apparent mismanagement of some of our roads, as evidenced by the frequent accidents of late. The truth is, that the war is constantly taking from them their most experienced employees, who are in demand by the Government on their extemporized roads near the seat of operations; their best engines are continually taken from them under the military necessities of our armies for transportation, and the very rails are also carried off under the same excuse, even where they were about to be laid on new tracks, or relaid on old ones. This fact is not sufficiently understood by an impatient public. We know of a company that has been put back almost a year by the seizure of its rails by the Government.

About two millions of 5-20's were sent out by the Cunard steamer on Wednesday for foreign account, and the price understood to have been paid for most of them was 111¾. The 10-40's ex-dividend brought the same day 97½ to —¾. Foreign exchange was also in quantities remitted at 106, which shows a further decline from par. Such facts as these are very significant, especially

when we add another, that there is a marked pressure to sell bills.

The petroleum exported thus far during the present year amounts to 1,936,220 gallons. The value of our exports from New York the last week exclusive of specie, which was very light, was \$3,657,542, and the balance in the Sub-Treasury on Tuesday, was \$28,806,644.

Money is in demand, and the rate of discount has advanced about 1 per cent. above the legal rate.

At the gold board the premium is on the decline, the price being but faintly held at 195 and downwards. \$1,237,811 reached the city in the last steamer from Aspinwall, and it was more than the speculators hoped for.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Ohio 6s, 1881, 102; Illinois War Loan, 99; Milwaukee and St. Paul 1st mort., 81; Mariposa 1st mort., 61; Central Coal, 55; Wyoming Valley Coal, 55; Ashburton Coal, 15; Consolidated Coal Co. of Md., 50; Fontaine Lead, 60½; Copake Iron, 3; Atlantic Mail S. S. Co., 150; Mechanics Bank, 100; Ocean Bank, 91; Continental Bank, 98; Importers and Traders Bank, 108; Central Bank, 105; Butchers and Drovers Bank, 120; Corn Ex. Bank, 112; Ninth National Bank, 110; Am. Ex. Bank, 120; Metropolitan Bank, 125; St. Nicholas Bank, 101; Oceanic Oil, 4.10@4.30; Excelsior, 8; Cherry Run, 28c.; Highgate 98c.; Rynd Farm, 6; Tack, 2.80; United States, 21.35; Webster, 1.85; Buchanan Farm 1.85; National 4.75.

Philadelphia.—Allegheny Valley 2d mort., 59; Westchester 7s, 100½; West Philadelphia horse R. R., 69¼; Girard College R. R., 25; 13th and 15th streets, 22; 10th and 11th streets, 44; Swatara Coal, 7¼; Green Mt. Coal, 3¾; New Creek, ¾; Fulton Coal, 6½; Clinton Coal, 1; Big Mt., 3; Locust Mt. Coal, 48½; Keystone Zinc, 2½; Manuf. and Mech. Bank, 31; Farmers and Mechanics Bank, 142; Bank of North America, 191; Webster Bank, 113; Louisville Bank, 122; Philadelphia Bank, 140; Atlas Oil, 1½; Adamantine, 11; Allegheny and Tideoute 1½; Big Tank, 3½; Bruner, 1¼; Bull Creek, 3¼; Briggs, 3¾; Crescent, 1½; Corn Pl., 6½; Caldwell, 7¼; Cow Creek, 1½; Curtin, 14; Continental, 2½; Commonwealth, 1½; Duncard, 1¼; Dalzell, 8½; East Oil Creek, 1; Excelsior, 1½; Eureka, 2½; Eldorado, 1½; Eureka, 1½; Franklin, 3½; French Creek, 4½; Green Co., 1¼ Gt. Eastern, 2½; Germania, 2; Hyde Farm, 4¼; Hibbard, 1½; Howe's Eddy, 1¾; Hoge Island, 2¼; Irwin, 9¼; Indian Spring, 2½; Junction, 4½; Jersey Well, 4½; Krotzer, 1½; Logan, ¾; McElrath, 3½; Maple Shade, 28½; McClintock, 6½; Mingo, 4½; McElheny, 5½; Marion, 1½; McKean, 18½; McCrea and C. R., 1¾; Mineral, 2; Noble and Delamater, 7; Oil Creek and C. R., 6½; Oil Creek, 7¼; Olmstead, 2½; Organic, 1; Oil Run, 2½; Petroleum Centre, 3; Perry, 3¾; Pearson, 1¾; Pope Farm, 1½; Penna. Petro., 3; Royal, 2; Ross, 1½; Rathbone, 1¾; Rock, 3½; Story Farm, 2½; Slippery Run, 10; Story Centre, 7¾; Schuylkill and Oil Creek, 1¾; Sutley, 1½; Sherman, 1¾; St. Nicholas, 4½; Sugar Dale, 7; Sugar Creek, 18; Starr, 1½; Sunbury, ¾; Seneca, 4¼; Tionesta, 3¾; Tarr Home-

stead, 5; Upper Island, 2¼; Union, 1½; Upper Economy, 1; Wash. and Walnut Bend 2½; Wm. Penn., 4¼; Walnut, 2½; Western Penna., 3½; Winfield, 1½. The latest quotations are: City 6s, 92¼@92½; do., new, 95¼@95½; State 5s, 87¾@88; do., coupon, 6s, 92@94; do., W. L., 100@100; Phila., Wil. and Balt., 68¼; Reading, 55½@55½; do., 6s, 1870, 97@98½; do., bonds, 97½@98½; Camden and Amboy, 13@13¾; Penn. R. R., 60@60½; do., 1st mort., 105¾@106; do., 2d mort., 100@102; Little Schuylkill R. R., 36@35½; Morris Canal, 89@90; do., pref., 125@126; do., bonds, 95@100; Wyoming Valley Canal, 64½@65; do., 6s, 95@97½; Susquehanna Canal, 14¾@14; do., 6s, 54@56; Sch. Nav., 27@27½; do., pref., 34@34½; do., 6s, 1882, 80@80½; Union Canal bonds, 23@25; Delaware Div. Canal, 34@35; do., bonds, 90@95; Elmira and Williamsport, 31@35; do., pref., 45@50; do., 7s, 1873, 99@100; do., Chattle 10s, 74@74; Long Island R. R., 41@41; Lehigh Coal and Navigation, 65@66½; North Pennsylvania, 26½@27¼; do., 6s, 90@90; do., 10s, 112@114; Philadelphia and Erie, 20½@20½; do., 6s, 100@101; Minehill, 57½@57½; Catawissa, 11¾@11½; do., pref., 27@27½; Lehigh Valley, 70@71; do., bonds, 98½@99½; Fifth and Sixth streets, (horse,) 40@45; Second and Third, 61@6¼; Race and Vine, 9@11; West Philadelphia, 68@70; Spruce and Pine, 25@30; Green and Coates, 30@31; Chestnut and Walnut, 45@47; Arch, 14@14½; Thirteenth and Fifteenth, 22@24; Girard College, 24@25; Tenth and Eleventh, 43@45; Norristown, 58¼@59.

Boston.—Eastern R. R. 6s, 1874, 100; Vermont and Massachusetts R. R. 6s, 1865, 98½; Northern (Ogdensburg) 2d mort., 25; Rutland and Burlington 1st mort., 62; Boston and New York Air Line 6s, 52; Cheshire R. R. 6s, 1877, 96; Connecticut and Passumpsic R. R. 6s, 96¼; Vermont Central 1st mort., 70; Middleboro' and Taunton R.R., 38; Cape Cod R. R., 70; Boston and Lynn Horse R. R., 91; Chelsea Horse R. R., 39; Maine State 6s, 1889, 95; Massachusetts 6s, 1876, 118; Boston 5s, 1883, 117½; Augusta 6s, 1870, 94½; Bath 6s, 1870, 95; Chicago 7s, 104¼; Albany 6s, 1870, (Western R. R.) 101½; Boston Water Power Co., 41; Cary Imp. Co., 13½; East Boston Co., 13½; East Boston Ferry, 70; Essex Co., 98; Franklin Coal, 59; Short Mt. Coal, 42@44; Gilberton Coal, 69@70; Mt. Pleasant Coal, 35; Locust Dale Coal, 28½; Mammoth Vein Coal, 27½; Bear Valley, etc., coal, 21½; Colorado Gold, 1; Buckingham Plumbago, 6; Tremont Petroleum, 120; Chelsea Gas, 96½; State Bank, 80½; Tremont Bank, 112; do., Rights, 35; Hide and Leather Bank, 123¾; Merchants' Bank, 117½; Bank of North America, 111; Atlantic Bank, 110½; Bank of Commerce, 114; Bank of Republic, 109; Hamilton Bank, 115; Washington Bank, 124; Suffolk Bank, 117; Columbian Bank, 138¼; 3d National Bank, 106; Bunker Hill Bank, 140½; Traders' Bank, 100; Acton Mining Co., 75c.; Boston, 2½; Copper Falls, 27½; Canada, 75c.; Eagle River, 3; Great Western, 1; Hancock, 10¼; Huron, 41; Ottawa, 19c.; Star, 5; Superior, 6½; St. Clair, 4¾; Winthrop, 1¼.

Baltimore.—Marietta and Cincinnati bonds, 89; Springfield Mining Co., 30; Mineral Hill, 1.65; Santa Clara, 22; Baltimore Chrome, 2.50; Penn. Oil, 2.20; Chesapeake Oil, 4.15; Atlantic Coal,

1.25; Md. Anthracite Coal, 29¼; Laurel Cannel Coal and Oil Co., 5.60; Union Bank, 70¼; Bank of Baltimore 104¼; Marine Bank, 32½; Merchants' Bank, 105. The latest quotations are: Balt. and Ohio, 109¼@110; do., 6s, 1867, 99@100; do., 1875, 100@104; do., 1880, 100@103; do., 1885, 100@105; Northern Central, 52@54; do., bonds, 1885, 90@90½; N. W. Va., 00@05; do., 1st mort., 99½@100; do., 2d mort., 99@100; do., 3d mort., 23@30; do., guar., 99@101; Marietta and Cincinnati 7s, 1891, 85@89½; Central Ohio 1st mort., 92@100; do., 2d mort., 85; do., 4th mort., 50@59; do., income 1857-'60, 40½@42; Western Md. bonds, 83½@85; do., guar., 100½@102; Maryland 5s, coupon, 1870, 100@103; do., Ins., 100@103; do., 1890, 100@106; Baltimore 6s, 1870, 95@100; do., 1873, 100@101; do., 1875, 99@100; do., 1886, 96@100; do., 1890, 101@102; do., coupon, 103@104; do., 5s, 1838-'70, 82@86; City Passenger R. R., 16½@18; Canton Co. 34½@35¼; Gardner, 0.50@0.75; Gas Coal, 1.84@1.85; Maryland, 0.65@0.70; North State, .20@.20; Springfield, 0.65@0.70; George's Creek, 111@114; Santa Clara, 21½@23; Balt. Chrome, 2.40@2.45; Bare Hill, 2.90@3.00; Atlantic Coal, 1.25@1.30; Mineral Hill, 1.55@1.65; Baltimore Coal, 1.30@2.00; Laurel Cannel Coal and Oil Co., 5.45@5.60.

Continental Bank Note Company.

This well-known company, engravers and printers for the National Banking Currency, which is executed in the highest style of art, both in design and workmanship, are particularly successful in the production of certificates of stock for mining, petroleum, coal and other corporations, banking institutions, railroad bonds, labels, stamps, and bank notes. We have before us some beautiful specimens of their work, and therefore speak by the card. The company has its office in the marble building, 142, 144, and 146 Greenwich, corner of Liberty street, where their business is carried on in a large and extensive way, and where all orders will meet with prompt attention. Railway corporations will especially find this company prepared to furnish bonds of the most elegant and appropriate style and finish, at the shortest notice, and moderate cost.

The "New York, Philadelphia and Baltimore Consolidated Petroleum and Mining Company," with a capital of \$1,500,000, shares \$5 each par value, subscription price \$3 per share, without further assessment or personal liability, is now in the full tide of success. Its wells, producing and under contract are thirteen in number, while the whole tract of 26 different and valuable properties is good boring land, being situated on Oil Creek, Cherry Run, Cherry Tree Creek, Walnut Bend, Allegheny River, Elk Creek, Sugar Creek, and other well known streams of equal reputation. The company is managed by first class men in this city and Philadelphia, and is organized under the laws of this State. We think it offers very large inducements to operators in oil stocks, and appears to have bottom and stability. Besides the present producing wells, there are ten new ones being bored, and nearly completed. The original subscriptions having closed, a limited number of shares is now offered at \$3 per share, and if the price advances as it has done already for good cause, the investment yet within reach of the enterprising bids fair to ensure a very large profit.

Arrangement and Connection between Railroad Companies.—Excursion Trains.—Coupons Tickets.—Refusal to give Check for Luggage.—Liability of Companies for Loss of Luggage in such case.

The case of Najac against The Boston and Lowell Railroad Company, recently decided on appeal in the Supreme Judicial Court of Massachusetts, was an action brought by the plaintiff against the defendants in the Superior Court in that State, on contract to recover for the loss of a trunk and its contents.

The following facts were agreed upon between the parties:

In September, 1859, one Josiah Perham, suggested to the defendants' agent an arrangement for an excursion train from Boston to Montreal, in the Province of Canada, and back. Such an arrangement was accordingly made with all the connecting railroad companies on the line, by which the price of each ticket was fixed at five dollars, of which Perham was to have fifty cents and the residue was to be divided among the various railroad companies in proportion to the length of their respective routes, and the train was to start from the defendants' station in Boston on the 20th September in said year. The tickets were accordingly printed, having a printed heading "From Boston to Montreal," and bearing the name of the defendants' agent, with the designation of his office, and with coupons attached for the other roads, good for ten days, and covering the return trip. Perham took some of these tickets and disposed of them as he pleased, and gave a receipt for such as he received, and returned all that he did not sell.

The plaintiff, a citizen of Providence, purchased two tickets of Perham, one for himself and another for his wife, intending to go to Montreal, and on his return to visit friends in Vermont, New Hampshire and Maine, and to be absent from home several weeks.

On the 20th of September he delivered two trunks to the defendants' baggage master at their station in Boston, and requested checks for them for Montreal. The baggage master declined to give checks, saying that they did not provide checks on excursion trains. The plaintiff then asked to have them checked by the regular train. To this the baggage master replied that the plaintiff and the trunks must go by the same train and they would be perfectly safe, as he (the baggage master) was to go through with them. The trunks were put into the baggage car of the defendants, and the plaintiff and his wife took their seats in a passenger car of said defendants. The defendants' baggage master and both cars went through to Montreal, but the defendants' locomotive went only to the termination of their own road. Each road furnished its own locomotive and conductor. One of the plaintiff's trunks was lost after the termination of the defendants' road, but on what part of the route was left uncertain; and the plaintiff demanded it of the defendants' baggage master at Montreal on the 21st of September.

It was agreed that if upon this state of facts the action could be maintained, judgment should be rendered for the plaintiff; and judgment was accordingly rendered in favor of the plaintiff in the Court below, and the defendants appealed.

Dewey, J.—In the view we have taken of the

present case, it is unnecessary to enter upon the consideration of the question as to the effect of an ordinary sale of a ticket, having coupons for the connecting roads, the place of destination being beyond the limits of the road of the company selling such ticket, in reference to the liability of such company for the loss of baggage of the ticket holder, occurring beyond the limits of their own road. The facts here present their own peculiar circumstances, upon which this case may be decided. The defendants had, in common with various connecting roads, arranged for an excursion train from Boston to Montreal, starting from the depot of the defendants in Boston. The plaintiff purchased two tickets duly issued by the defendants, having printed thereon "From Boston to Montreal," and having attached to them coupons for the other roads, which also had upon them the words "From Boston to Montreal." Having these tickets for himself and his wife, the plaintiff became entitled also to the carriage of his reasonable baggage, and he delivered to the defendants' baggage master, at their depot two trunks, and requested checks for them to Montreal. The baggage master did not furnish checks, or offer to do so, either for the limited route of the defendants' road or through to Montreal. In this the defendants were acting in violation of law, such checks being required by the provisions of S. P. 1854, C. 23, by which it was made "the duty of all railroad corporations in this Commonwealth to give checks when requested to do so, to passengers, for the baggage of such passengers, when delivered for transportation."

Upon the plaintiff's renewing his demand for checks for his baggage, and asking to have his baggage sent forward by the regular train, if checks could not be given on an excursion train, the baggage master refused to send the trunks by the regular train, saying the trunks and the plaintiff must go by the same train, and they would be perfectly safe as he (the baggage master) was to go through with them. The defendants' baggage car and baggage master went through to Montreal. At Montreal the baggage master delivered one of the trunks to the plaintiff. The other was demanded, but not delivered.

Upon the facts stated, the defendants, in violation of law, refused to give checks, although requested so to do. As a substitute, they through their agent, declared to the plaintiff that the trunks would be perfectly safe, as their baggage master was to go through to Montreal on the train. The trunks were thereupon committed to the custody of the defendants' baggage master, and the company assumed the obligation arising from these representations and acts.

From the nature of the baggage, the plaintiff did not exercise any further personal oversight of it on the route, nor make any examination at the terminus of each road, to ascertain whether the trunks were or were not in the baggage car. Under these circumstances the plaintiff has the right to recur to the defendants as the party immediately responsible for the loss of his trunk. Whether the action might not have been a joint one against all the railroad corporations which united in this common enterprise, it is unnecessary to decide. We have no doubt of the legal capacity of this corporation to assume responsibilities for the safe transportation of baggage beyond the

limits of their own road. Angell and Ames on Corp., §§ 229, 239, 256. Redfield on Railways, 281, 287. Simkins vs. Norwich and New London Steamboat Company, 11 Cush., 102. Fitchburg and Worcester Railroad vs. Hanna, 8 Gray, 539. What is necessary to constitute such contract, or what acts will create such liability, must be decided as the cases occur.

As the default occurred on the 21st of September, and the trunk was then demanded, interest may properly be allowed from that date.

Judgment will be entered for the plaintiff for the sum stated in the report of the auditor, with interest as above stated.

Railroads in California.

Statement of the length and approximate cost of each railroad in California, near January 1, 1865:

Corporate Titles of Companies.	Mileage.	Total.	Open'd.	Cost of roads and equipment.
1. San Fra. & San Jose	50.00	50.00		\$2,000,000
2. Western Pacific	120.00			
3. Central Pacific	120.00	31.00		1,250,000
4. Sacramento Valley	22.50	22.50		1,750,000
5. Freeport	9.00	9.00		250,000
6. Placerville and Sacramento Valley	84.90	15.20		1,000,000
7. San Fra. & Washoe	92.00			
8. California Central	43.80	43.80		2,500,000
9. Northern California	29.00	29.00		1,200,000
10. California & Oregon	650.00			
11. San Fra. & Oakland	4.00	4.00		200,000
12. San Fra. & Alameda	22.00	5.00		250,000
13. San Fra. & Sacram.	58.00			
14. Mission .. S. F.	3.50	3.50		200,000
15. Market st. S. F.	2.80	2.80		150,000
16. South S.F.	4.00			
Total	1,265.50	215.80		\$10,750,000

REMARKS.

1. *San Francisco and San Jose*—constitutes the first division of the Pacific Railroad, and has cost about \$40,000 per mile. It was formally opened for travel and freight June 4, 1864, but had been previously worked by successive sections as completed. During the summer and fall the monthly receipts were between \$30,000 and \$40,000, while the expenditures were from \$10,000 to \$12,000. When the rains set in the receipts fell off; but still more than realized the expectations of its projectors.

2. *Western Pacific*—carries the line eastward to Stockton, construction has not been commenced, but everything was prepared for breaking ground when the rains cleared off.

3. *Central Pacific*—when completed will extend from Sacramento to the State line of Nevada. The first 18½ miles from Sacramento to Lincoln, (crossing of the California Central Railroad,) was commenced Jan. 8, and completed April 16, 1863; the next 12½ miles to Newcastle were commenced July, 1863, and completed June 6, 1864, and the next 12 miles to Clipper Gap (Rock Creek or Neilsburg Station,) are expected to be opened in March or April, and 10 miles further in June, 1865. The receipts from operations to Dec. 31, 1864, had been \$120,090, and the expenditures \$68,264—leaving as net earnings \$56,895. It is said that the receipts will be doubled when the line is completed to the Gap. The capital of the company is \$20,000,000, and Congress, the State, San Francisco and the counties through which it will pass have contributed liberally towards the construction of the road. The San Jose section

has also been liberally aided, and the Western Division will receive both Congressional and State aid.

4. *Sacramento Valley*—Sacramento to Folsom—opened through in 1856. This was the pioneer railroad of the State and has done well. In a short time it will have valuable tributaries in the Placerville and Washoe lines.

5. *Freeport*—is a line of 9 miles in length, extending from Freeport on the Sacramento River, and forming a junction with the valley line (to which it is leased,) 7 miles east of Sacramento City.

Placerville and Sacramento Valley—was opened in August, 1864, from Folsom to Latrobe 15 miles, and will be completed to Shingle Spring, 11 miles further in May, and to Placerville 9 miles early in 1866. The finished portion is operated in connection with the valley line.

7. *San Francisco and Washoe*—is a recent organization, and will extend from Placerville to the Washoe silver mines by way of the south fork of the American River and Johnson's Pass. The surveys have been completed and the route found to be favorable, with a maximum grade of 95 feet to the mile. It will cost including equipment, etc., \$7,015,568, or \$76,255 per mile.

8. *California Central*—Folsom to Marysville—commenced in 1858 and completed to Lincoln 18 miles in the summer of 1863, and recently to Marysville. It is one of the most important lines in California, and the first link of the railroad projected to Oregon and the Columbia River.

9. *Northern California*—Marysville to Oroville, and the next link of the line towards Oregon was completed in February, 1864. It affords in its present condition an outlet for the traffic of Plumas, Lassen and Sierra counties, and accommodates travel into the Humboldt mines in Nevada.

10. *California and Oregon*—Marysville to the Columbia River—passing through the Willamette Valley, a length of about 650 miles. Of course this is as yet only a project, but one that the next ten years will probably see realized. Col. Barry's report of the survey recently issued gives a good account of the route, and the resources of the countries through which it is intended to carry the road.

11. *San Francisco and Oakland*—finished in August, 1864. This road, about four miles long, extends from the end of a long wharf at Gibbons' Point in Alameda County, and on the Bay of San Francisco, through the City of Oakland to the village of Brooklyn on the San Antonio River. It connects with San Francisco by a steam ferry, where a covered wharf has been built for its accommodation at the corner of Pacific and Davis streets. The company is paying monthly dividends of one per cent. to the stockholders.

12. *San Francisco and Alameda*—is connected with San Francisco by a four mile steam ferry. The route commences at the extreme western point of the Encinal of Alameda, and runs through the towns of San Leandro and Hayward to Vallejo's Mills, where it is designed to connect with the Western Pacific Railroad. The road was opened about 5 miles on the 25th August, 1864, and will probably be opened to San Leandro in March, and to Hayward in June. This road gives an advantage of six miles over the Oakland road to San Jose, or the southern part of the Alameda Valley.

13. *San Francisco and Sacramento*—a projected air-line railroad from Benicia to Sacramento, and to connect at the first named place with steamers to San Francisco. Nothing has been done towards its construction.

14. Mission—
15. Market street—
16. South San Francisco—} are passenger railroads accommodating the city and vicinity of San Francisco.

Railroad Earnings—Monthly.

The earnings of the Chicago and Northwestern Railroad in Feb., 1865 were:.....\$481,164 67
Same period last year.....317,839 43

Increase (51.38 per cent.).....\$163,325 24

The earnings of the Cleveland and Pittsburg Railroad for the month of Feb., 1865, were:
Freight.....\$103,000 00
Passengers.....69,524 70
Miscellaneous.....7,524 24

February, 1864.....\$180,048 94
170,879 72

Increase.....\$9,169 22

Railroad Earnings—Weekly.

The earnings of the Grand Trunk Railway for the week ending Feb. 25, 1865, (including the receipts of the Montreal & Lake Champlain and Buffalo & Lake Huron Railways) were:

Passengers.....\$27,521 00
Express, freight, mails and sundries.....3,124 00
Freight and live stock.....86,859 00

Total.....\$117,504 00
Corresponding week, 1864.....107,191 00

Decrease.....\$10,313 00

The earnings of the Marietta and Cincinnati Railroad for the 4th week in February:

	1865.	1864.
Passengers.....	\$12,918 49	\$12,003 99
Freight.....	12,356 55	13,147 43
Mail, express & telegraph.....	1,267 10	940 37

Total.....\$26,542 14 \$26,091 79
Total this month to date.....\$86,626 94 \$77,873 61

Total for the fiscal year, commencing 1st Jan... 184,739 14 142,680 01

The earnings of the Racine and Mississippi and Northern Illinois Railroad for the week ending February 28th, were:

	1865.	1864.
Passengers.....	\$2,799 36	\$2,847 28
Freight.....	5,608 57	6,503 78
Express.....	282 80	104 16
Mails.....	296 58	296 58

Total.....\$8,987 31 \$9,751 80

Receipts from January 1 to Feb. 28:

1865.....\$80,981 05
1864.....64,279 18

Increase.....\$16,701 87

Quicksilver Mining Company.

The New Almaden Quicksilver Company are advised, by mail and telegraph from California, of the product of their mines in January and February. The figures are much larger than last winter's successful operations:

	1865.	1864.
Flasks.....	3,768	2,605
January.....	3,600	2,050
February.....	7,368	4,655

Total flasks.....7,368 4,655
Gold value.....\$294,720 \$186,200

Cincinnati City Passenger Railroads.

As a proof that street railways do not pay in every locality, if indeed they do in any at the present high cost of operating, we may cite those of Cincinnati. These companies are taxed one cent for each passenger carried, are compelled to pay \$25 per car per annum for each car used, and to keep all the streets through which their tracks run in repair. They are now asking permission to advance their fare one cent. They make the following exhibit:

During the seven months ending Dec. 31, 1864, the Passenger and City Passenger Companies earned \$100,474 81. The expenses in the same time were \$102,252 36, showing an excess of expenditures over receipts of \$1,777 55. The expenses are made up as follows:

For feed.....	\$28,770 18
Stable labor and expenses.....	9,836 06
Conductors.....	9,694 49
Drivers.....	9,742 43
Taxes.....	3,605 46
Smith shop.....	3,731 60
Legal expenses.....	1,975 00
Insurance.....	857 45
Transportation incidentals.....	1,408 03
Salaries of officers.....	2,939 16
Horses.....	2,554 75
Car washing.....	398 00
Labor, repairing track and materials.....	8,713 43
Car repairs.....	10,228 80
Building repairs.....	1,811 09
Rent.....	780 15
Gas and oil.....	600 16
Car license.....	720 00
Harness and repairs.....	1,589 01
Stationery and printing.....	591 49
Damages.....	1,706 62
Total.....	\$102,252 36

The Cincinnati Street Railroad Company earned during the year ending Dec. 31st, \$93,993 44. Its expenses the same time were \$95,712 08, showing a net loss of \$1,718 64. The expenditures were as follows:

For wages—conductors, drivers, etc.....	\$19,257 75
Labor, repairing track and materials.....	6,105 25
Car repairs.....	6,758 44
Building repairs.....	30 00
Stable, labor, and expenses.....	9,070 53
Feed.....	26,767 88
Smith shop.....	3,018 89
Horses.....	7,657 50
Harness and repairs.....	1,491 00
Salaries of officers.....	2,377 85
Taxes.....	3,945 16
Rent.....	3,407 75
Transportation—incidentals.....	1,886 80
Damages.....	749 80
Legal expenses.....	2,163 11
Insurance.....	196 05
Gas and oil.....	824 42
Total.....	\$95,712 08

Junction and Breakwater Railroad.

A bill has passed the Senate of Delaware providing for the issuing of State bonds to the amount of \$400,000 in aid of this work, \$88,000 worth of which are to be delivered to the directors of the company as soon as \$50,000 worth of stock has been subscribed, and similar amounts of bonds for each \$50,000 worth of stock until \$200,000 in stock has been taken and bonds issued to the amount of \$352,000. The residue of the \$400,000 worth of bonds (48,000) to be retained by the State Treasurer, and to be by him sold to pay the interest on the whole for two years, at the end of which time the company is to be taxed so much per cent. on passengers and freight as will pay the interest.

Massachusetts Horse Railroads.

Statement of the condition of the horse railroads of Massachusetts, and their operations in 1884, compiled from the last annual returns of the different corporations:

Capital stock	\$4,013,000
Capital paid in	3,757,903
Cost of roads and equipment	4,312,494
Total length of track (Includ'g branches) in miles	141
Total income in 1884	\$1,482,940
Working expenses	1,407,678
Net earnings	75,247
Interest paid	29,730
Number of passengers carried	27,070,624
Number of horses owned	2,059
Cost of horses	\$259,536
Number of cars	343
Number of conductors employed	257
Number of drivers	261
Total number of employes	1,141

Northern Wisconsin Railroad.

The bill incorporating the Northern Wisconsin Railroad Company, authorizes it to construct and operate lines of roads over the following routes.

1. Beginning in the city of Milwaukee, or on the line of the La Crosse road, within five miles of that city, and running thence by way of Cedarsburg and West Bend to Fond du Lac, and thence in a northwesterly direction to Bayfield and Superior; 2. Beginning at the point on the route first described, at or near Cedarsburg, and running thence via the city of Sheboygan and the city of Manitowoc, to Green Bay. When twenty miles of any portion of the land grant route between Fond du Lac and Superior is completed, and the fact has been properly certified to, patents shall be executed and an equivalent proportion of the land grant vest in the railway company. The company must commence the construction of the road within two years from the passage of the act, and complete it within ten years.

The *Pittsburg Chronicle* says that the difficulties at present in the way of furnishing sufficient oil and coal transportation, from Venango, Lawrence, Mercer and Butler counties, is hastening the construction of the New Castle and Franklin Railroad, and the company are now offering their coupon bonds to the public to raise funds for the completion of the enterprise.

At the annual election of officers of the Dubuque and Sioux City Railroad Company, Jas. Robb, Esq., was chosen President, and Mr. Platt Smith, Vice President.

RAILROAD IRON.

THE UNDERSIGNED, Agents for the manufacturers, are prepared to contract for the delivery of rails of best English make, either f.o.b. in Wales, or ex-ship at ports in the United States.

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SURVEYS AND MAPS

Of Mines, Mill Sites, Cities, Villages, Estates, etc., etc.

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References.—Wm. E. Dodge, Moses Taylor A. J. Ode A. N. Mayhew, and J. P. Crosby, Esqs.

SHEFFIELD STEEL WORKS,

ESTABLISHED IN 1848.

SINGER, NIMICK & CO.,

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MANUFACTURERS OF ALL KINDS OF STEEL.

Best Refined Tool Cast Steel,

LOCOMOTIVE AND CAR SPRINGS,

RAILROAD SPRING AND FROG STEEL,

MACHINERY, PLOW, BLISTER AND

SAW STEEL.

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Springs, Axles and Steel Tires, &c.

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New York, Oct. 28, 1884.

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TO CALIFORNIA AND OREGON made, and
Exchange on

SAN FRANCISCO,

LONDON,

DUBLIN and

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For sale by

WELLS, FARGO & CO.

THE STEAM STONE CUTTER CO.,

Will lease their Machines which will do the work of

THIRTY MEN,

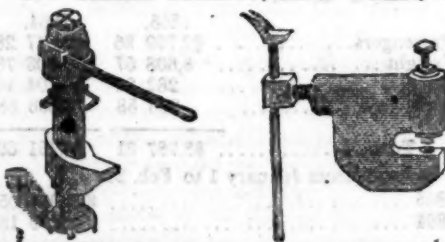
(for fifty cents per day for each man's labor saved,) and cut it from the quarry in shape for masonry or building purposes, as smooth and straight as sawed stone. Stone can be cut at any dip of the strata—for arches or other work. Communications relating to the Machines should be addressed to the

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MANUFACTURER of Patent Hydraulic Jacks, for Raising Locomotives, Boilers, Heavy Machinery, Guns, Stone, Timber, Wrecking Purposes, Pulling, Proving Chains, Setting up Rigging, Pulling Stumps, etc. Hydraulic Presses, with plates of various sizes, for stationary purposes. Patent Hydraulic Pumps, for punching or shearing iron, die-sinking and other purposes, where with a limited movement great power is required. Communication by letter will receive prompt attention.

OFFICE OF THE PITTSBURGH, FORT WAYNE AND CHICAGO RAILWAY CO., PITTSBURGH, Feb. 14, 1885.

THE ANNUAL MEETING OF THE STOCK and Bondholders of this company for election of Directors and such other business as may come before it will be held at the office of the said company, in the City of Pittsburgh, on the **THIRD WEDNESDAY (15th) of MARCH, A.D. 1885, at 10 o'clock A. M.**

The Stock and Bond Transfer Books of the company at their office, in the City of Pittsburgh, and at the office of the Transfer Agency, in the City of New York, will be closed until the 17th day of March thereafter.

W. H. BARNES, Secretary.

J. F. D. LANIER, President, C. V. CULVER, Vice-Prest.
of Winslow, Lanier & Co. of Culver, Penn & Co.
C. N. JORDAN, Cashier.

THIRD NATIONAL BANK OF THE CITY OF
NEW YORK.

PAID IN CAPITAL.....\$1,000,000.

DESIGNATED DEPOSITORY of the UNITED STATES
AND AUTHORIZED AGENT OF THE TREASURY.

No. 5 NASSAU ST., Feb. 17, 1885.

This Bank was organized under the National Banking Act, in June last, by Mr. C. V. CULVER and associates with a paid-up Capital of \$500,000, and has been in successful operation since that period.

Its paid-up Capital has now been increased to \$1,000,000, and, by a recent arrangement, Messrs. WINSLOW, LANIER & CO., of this City, together with a portion of their correspondents, being persons of well-known standing and large pecuniary means, have become the owners of most of its Capital Stock, and assume its control and management, Mr. C. V. CULVER retaining all his interest, and accepting the Vice-Presidency.

The managers of this Bank are, and for many years have been, in close and extensive business relations with Banks and Bankers in all parts of the country, and their experience and fidelity to the interests intrusted to their care need no recommendation.

The Bank is now prepared to open accounts with depositors.

Collections made through all parts of the country on the most favorable terms.

The Bank is an accredited Agent of the Government, and will give particular attention to the purchase of all Government Securities, and will discharge all business intrusted to its care promptly and without cost to its correspondents.

J. F. D. LANIER, President.

C. N. JORDAN, Cashier.

3m-3

GOODYEAR BROTHERS & DURAND**BANKERS,**

No. 18 Broad St., New York

INTEREST ALLOWED ON ACCOUNTS, subject check at sight, as with Banks. Collections made on accessible points, at the lowest rates.

ALL KINDS OF GOVERNMENT SECURITIES,

RAILROAD STOCKS, BONDS, GOLD, &c., bought and sold on commission. Orders filled in Philadelphia and Boston without extra charge. Coupons and interest on United States Registered Bonds Collected.

CHAS. GOODYEAR, Banker, Schoharie Co. Bank, N.Y.
GEO. GOODYEAR, New Haven, Ct.
GEO. G. GOODYEAR, HARVEY DURAND.

REFERENCES.

HON. JOHN J. CISCO, late Assistant U. S. Treasurer,
JACOB RUSSELL, Esq., Cashier U. S. Treasury,
H. T. MORGAN, Esq., (of H. T. Morgan & Co.,) New York,
HON. ERASTUS CORNING, Albany, N. Y.,
A. B. JOHNSON, Esq., Utica, N. Y.,
JAT COOK & Co., Washington.

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ENGRAVERS AND PRINTERS OF THE
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DEPOSIT, BONDS, DRAFTS, BILLS OF
EXCHANGE, STAMPS AND COM-
MERCIAL PAPERS OF
ALL KINDS.

PARTICULAR ATTENTION WILL BE GIV-
EN TO THE EXECUTION OF RAILROAD BONDS,
CERTIFICATES OF STOCK FOR MINING, PE-
TROLEUM, COAL, AND OTHER CORPORATIONS,
IN THE HIGHEST STYLE OF ART.

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EDWARD E. DUNBAR, President.

EDWARD P. MOORE, Secretary.

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AND

STEEL FIRE BOX PLATES.

RUSSELL & HOWELL'S HOMOGENEOUS METAL BOILER TUBES,

1½ to 6 inches outside diameter cut to any given length
One half the thickness, and much stronger and more durable
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WITH GREAT SAVING IN FUEL.

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WITH ALL THE MODERN IMPROVEMENTS and
SPLENDID LIGHT AND VENTILATION,

SUITABLE FOR

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BROADWAY,

(NEAR THE HEAD OF WALL STREET.)

Nos. 5 and 7, 34, 36, 40, and 53 NEW STREET,

Nos. 4 and 19 WALL STREET,

Nos. 4, 6, 11, 17, 19 and 21 BROAD STREET,

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APPLY AT THE OFFICE OF

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19 BROAD ST., cor. EXCHANGE PLACE.

OPPENHEIM BROTHERS STOCK BROKERS,

NO. 19 WALL STREET.

(BASEMENT.)

NEW YORK.

PETROLEUM.

The Subscription Books of this Company at the original
price of \$1 per share having closed, a limited number only
of remaining shares will be sold at \$3 per share.

NEW YORK, PHILADELPHIA, AND BALTIMORE
CONSOLIDATED

PETROLEUM AND MINING CO.

Organized under the Laws of New York.

Shareholders exempt from all personal Liability.

CAPITAL, \$1,500,000, DIVIDED INTO 300,000 SHARES
PAR VALUE, \$5 PER SHARE.

Subscription price for a limited number only of shares
remaining \$3 per share.

No further assessment or call on the subscribers, as
50,000 Shares are reserved for
Working Capital.

President—J. S. CLARK, of New York.

Vice-President—R. H. WISHART, New York.

Treasurer—H. F. DEVOE, New York.

Secretary—J. CONKLIN, New York.

OFFICES:

No. 71 Broadway, New York.

No. 612 and 614 Chestnut street, Phila.

No. 1 Carroll Hall, Baltimore st., Balt., Md.

This Company owns Twenty-six Properties, in all about
635 acres of land, carefully selected from the very heart of
the Oil Region of Pennsylvania, and located as follows:

No. 1, on SAUNDERS FARM, on SUGAR CREEK.

No. 2, on MCPATE FARM, on CHERRY RUN.

No. 3, on BLOOD FARM, on OIL CREEK.

No. 4, on WIDOW MCCLINTOCK FARM, on OIL

CREEK.

No. 5, on STEEL FARM, on OIL CREEK.

No. 6, on STEEL FARM, on OIL CREEK.

No. 7, on STEEL FARM, on OIL CREEK.

No. 8, on TABR FARM, on OIL CREEK.

No. 9, on ALLEGHANY RIVER, opposite HORSE

CREEK.

No. 10, ADJOINING DEMPSEY FARM, on CHER-

RY TREE RUN.

No. 11, on DEMPSEY FARM, on CHERRY TREE

RUN.

No. 12, on REYNOLD'S FARM, on SUGAR CREEK.

No. 13, on SUGAR CREEK.

No. 14, on WHEELAND FARM, on SUGAR CREEK.

No. 15, on HOGG FARM, on CHERRY RUN.

No. 16, on RHODES FARM, on ELK CREEK.

No. 17, ADJOINING KENT FARM, on ELK CREEK.

No. 18, on ELK CREEK.

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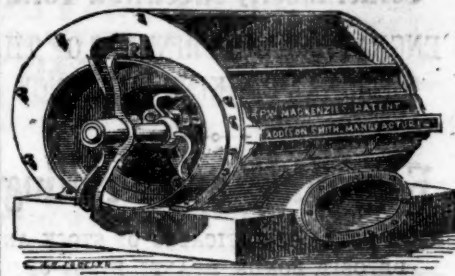
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